

## APPENDIX 2 – SUMMARY OF COMMENTS RECEIVED

COMMENTS	SUMMARY OF COMMENT RECEIVED
Irene Farrell	Generally, supports the speedy implementation of the Projects.
Te Waihanga New Zealand Infrastructure Commission	Generally, supports the Projects, noting that they are crucial to accommodating growth in Southern Auckland, achieving mode shift, and stimulating the economy. Notes that consultation has been extensive and widespread, and that the Projects are broadly supported
Philip & Ruth Meek	<p>Objects to the property at 32 Flanagan Road being taken for the Drury Central Station Project, the use of the fast-track process under the CRA, the proposed construction timeframe, the consultation process, and states that no replacement property has been identified.</p> <p>No comment on the Paerata Station Project.</p>
Heritage New Zealand Pouhere Taonga	<p>Two amendments to conditions are suggested:</p> <ul style="list-style-type: none"> <li>• Amendment to NoR conditions 18(a) (Drury Central) and 16(a) (Paerata) to specify that the Accidental Discovery Protocol would only apply outside areas of the Projects covered by Archaeological Authority.</li> <li>• New condition for the Drury Central NoRs requiring a Monitoring Report documenting changes to the Drury Rail Yards (CHI 11388; R12/742).</li> </ul>
Zhi Neng Zhou	<p>Objects to partial acquisition of the property at 41 Waihoehoe Road due to impacts on livelihood, lifestyle, and family. Notes that the proposed partial property acquisition impacts on the current property access and the existing glasshouse on site.</p> <p>No comment on the Paerata Station Project.</p>
Fulton Hogan Land Development Limited	<p>Strongly supports the Projects generally, subject to resolution of concerns regarding transport, stormwater, and water supply matters at Drury Central Station as follows:</p> <ul style="list-style-type: none"> <li>• Transport – Concern that the design is private vehicle oriented and does not integrate with surrounding development (including the various Plan Change proposals currently being considered by Auckland Council). Notes that the transport assessment accepts that the road network is deficient for active modes, and seeks that KiwiRail implements a range of active mode connections as part of the Drury Central Station Project both within and beyond the proposed NoRs.</li> <li>• Stormwater – Identifies that the Railway and Great South Road culverts are a constraint for urbanisation of the Fitzgerald catchment, seeks that these are upgraded now, and that a funding agreement between KiwiRail, Auckland Council, and</li> </ul>

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	<p>developers is reached to undertake those works in preference to / in place of interim stormwater works.</p> <ul style="list-style-type: none"> <li>• Water Supply – Identifies that the Project may affect the implementation of a new watermain as agreed with Watercare serving the Plan Change 48 and 49 areas. Seeks that KiwiRail provide for the watermain works and consult with Watercare and Fulton Hogan regarding the works.</li> </ul> <p>No comment on the Paerata Station Project.</p>
Minister for Arts, Culture, and Heritage	Supports the intent of the Projects, and supports relief sought by Heritage New Zealand Pouhere Taonga in respect of the NoR conditions for both Projects.
Sarah Armstrong	Opposes Drury Central Station on the basis of current traffic congestion in the local area. Considers that the whole development should be at Paerata.
Auckland Council	<ul style="list-style-type: none"> <li>• <b>General</b> – Supports the Projects, and agrees rail stations are a critical component of managing growth. Council agrees with the conclusions of the AEE, subject to specialist comments (noted and addressed below).</li> <li>• <b>Plans and Places</b> – Queries whether additional conditions are required for the Drury Central NoR, to maintain access to properties to the south of the Project on Flanagan Road.</li> <li>• <b>Streamworks and Terrestrial Ecology</b> <ul style="list-style-type: none"> <li>○ Bats, Birds, and Lizards – States that the ecology assessment mischaracterised the level of effect on Copper Skink because the threat status is ‘At risk – declining’ rather than ‘Not threatened’. Recommends management plan conditions for bats, birds, and lizards (Appendix 1B, conditions X7-X18).</li> <li>○ Wetlands (Paerata) – Council seeks: (a) an additional assessment of potential wetland value, (b) transparent justification of the quantum of proposed wetland compensation and purported values, (c) a planting/restoration plan for the proposed compensation, and (d) further wetland delineation data.</li> <li>○ Stream offset (Drury Central) – Council seeks justification as to why the streams affected do not have potential value beyond their current value (and as a result whether the SEV/ECR values are correct or whether more offset is required along the offset reach).</li> </ul> </li> <li>• <b>Archaeology</b> – Seeks additional conditions requiring the preparation of a Historic Heritage Management Plan (see Appendix 1C).</li> <li>• <b>Contaminated Land</b> – Conditions sought specifically requiring a Detailed Site Investigation (DSI) to be prepared and certified; and two conditions sought for management of contaminated soils (see Appendix 1D).</li> <li>• <b>Healthy Waters</b></li> </ul>

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	<ul style="list-style-type: none"> <li>○ Notes that the transport interchanges for both stations will provide a GD01 level of stormwater treatment.</li> <li>○ States that hydraulic models will need to be updated to reflect any design changes, and that works should not require additional stormwater management of third-party landowners.</li> <li>○ At Drury Central, multiple flood management options noted, and that the landscaping option (recontouring) will likely be advanced and will not result in increased flood levels elsewhere in the catchment.</li> <li>○ At Paerata, it is noted that flood management will be through upgraded culverts and a new online wetland, will not increase flood risk, and will achieve the necessary railway freeboard.</li> <li>● <b>Parks</b> <ul style="list-style-type: none"> <li>○ Clarity sought on whether stream enhancement or internal roads are intended to be vested in Council. Should these assets be vested, Council would need to endorse streetscape design and riparian planting, including maintenance schedules.</li> <li>○ Suggested amendments to the ULDMP condition covering additional requirements for vesting assets at the Engineering Plan Approval stage.</li> </ul> </li> <li>● <b>Watercare</b> <ul style="list-style-type: none"> <li>○ Notes that the third and fourth platform and rail quadruplication at Drury Central will increase the rail formation width over the Waikato No. 1 Watermain, and that a methodology will need to be agreed in advance of this portion of works.</li> <li>○ Notes the relocation of Flanagan Road will affect existing Watercare network services.</li> <li>○ Direct engagement with KiwiRail sought to ensure protection of Watercare assets in the station works.</li> </ul> </li> <li>● <b>Franklin Local Board</b> – Supports the Projects, but seeks enlargement of the parkand-ride facilities to 1,000 cars per station</li> </ul>
Auckland Transport	<p>Generally support the Projects, with comments limited to the following:</p> <ul style="list-style-type: none"> <li>● Noted that the road assets are to be owned by KiwiRail initially, but may be vested in Auckland Transport in future, and accordingly that they are designed in accordance with AT standards.</li> <li>● The CTMP conditions is suggested to be amended to specify submission ten days prior to construction, and that provision for the ongoing operation of bus services is included as a CTMP consideration at Drury Central.</li> </ul>

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Campaign for Better Transport Incorporated	Generally support the Projects, in particular public transport as “lead” infrastructure ahead of development. Fully supports future-proofing for the quadruplication of the rail corridor, and 500-space park-and-ride facilities.
Counties Energy Limited	Generally support the Projects, noting that the Projects will likely affect overhead and underground electricity and fibre infrastructure (at Drury Central) and overhead power lines (at Paerata). In both locations, CEL seeks early engagement regarding the relocation and undergrounding of assets.
Daniel Mathews	<p>Seeks removal of the Drury Central NoR from property at 16 Flanagan Road, or cancellation of the requirement on the basis that the NoR prevents the future use and development of the property as anticipated under Plan Change 48, and also on the basis of queries as to whether:</p> <ul style="list-style-type: none"> <li>• A proper alternatives assessment was undertaken for the bus interchange and park-and-ride;</li> <li>• The NoR extent is appropriate given that parking can be provided through multi-storey structures; and</li> <li>• The provision of carparks is appropriate in light of the NPS-UD, Resource Management (Enabling Housing Supply) Amendment Bill, and Plan Change 48.</li> </ul> <p>No comment on the Paerata Station Project.</p>
Kiwi Property Holdings No. 2 Limited	<p>Strongly supports the Projects generally, subject to resolution of concerns regarding transport and stormwater matters at Drury Central Station as follows:</p> <ul style="list-style-type: none"> <li>• <b>Transport</b> – Concern that the design is private vehicle oriented and does not integrate with surrounding development. Notes that the park-and-ride will preclude more intensive use of the land. Notes that the transport assessment accepts that the road network is deficient for active modes, and seeks that KiwiRail implements a range of active mode connections as part of the Drury Central Station Project both within and beyond the proposed NoRs. Notes that Flanagan Road will be the key connection until Drury Boulevard is completed.</li> <li>• <b>Transport Modelling</b> – Notes that the transport assessment includes Mill Road in the 2028 model year, and Pukekohe Expressway in the 2038 model year. Seeks that KiwiRail tests operation of the station without these Projects in the network.</li> <li>• <b>Stormwater</b> – Identifies that the Railway and Great South Road culverts are a constraint for urbanisation of the Fitzgerald catchment, that these are upgraded now, and that a funding agreement between KiwiRail, Auckland Council, and developers is reached to undertake those works in preference to / in place of interim stormwater works. Opposes stormwater wetland in the south-west of the site as it will preclude connectivity to Plan Change 48 development.</li> </ul>

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	<ul style="list-style-type: none"> <li>• <b>Relief sought</b> – Implementation of safe and convenient active mode facilities throughout the site, a southern entrance to the station, an active mode entry point from the eastern end of the Waihoehoe Road rail bridge, and a condition requiring engagement with Kiwi Property in the Outline Plan process.</li> </ul> <p>No comment on the Paerata Station Project.</p>
Minister of Housing	Generally supports both Projects, subject to the appropriate management of environmental effects.
Newland Holding Pty Limited	<p>Supports the Paerata Station Project, but seeks amendments and conditions to ensure it does not compromise Newland’s ability to access and develop 933 Paerata Road. The following matters are raised:</p> <ul style="list-style-type: none"> <li>• Clarification sought regarding the width of the proposed accessway (as compared with a potential future four-lane arterial);</li> <li>• Clarification sought regarding temporary and permanent requirements.</li> <li>• Seeks provision for permanent and temporary access to the site and that finished levels enable development of the land;</li> <li>• Clarification sought on staging of KiwiRail works so that Newland works can be coordinated.</li> </ul> <p>No comments received on the Drury Central Station Project.</p>
Oyster Capital	<p>Strongly supports the Projects generally, subject to resolution of concerns regarding transport at Drury Central. Concerned that the design is private vehicle oriented and does not integrate with surrounding development. Notes that the transport assessment accepts that the road network is deficient for active modes, and seeks that KiwiRail implements a range of active mode connections as part of the Drury Central Station Project both within and beyond the proposed NoRs.</p> <p>No comment on the Paerata Station Project.</p>
Paerata 5 Farms Limited	<p>Supports the development of a station at Paerata (no comments on the Drury Central Project). The following concerns are raised:</p> <ul style="list-style-type: none"> <li>• Concerns regarding the size of the interchange facilities, and the lack of integration with the future development of 412 Sim Road;</li> <li>• Considers that the Alternatives Assessment erred in not considering an option for interchange facilities to the west of the rail corridor;</li> <li>• Seeks further clarification regarding the relationship of the future Southern Connector project to the station accessway;</li> <li>• Seeks amendments to the CEMP, CTMP, and CNVMP conditions to provide for the farming operation; and</li> </ul>

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	<ul style="list-style-type: none"> <li>• Seeks additions to the ULDMP condition to include specific provision to integrate with the development of 412 Sim Road.</li> </ul> <p>No comment on the Drury Central Station Project.</p>
Waka Kotahi NZ Transport Agency	<p>Generally support the Projects. In the case of Paerata, it is noted that further work is required to finalise the roundabout access from State Highway 22, and that Corridor Access Requests (CAR) are required for works in the road.</p> <p>Amendment to NoR P-IA condition 7 sought stating that relevant permissions are required from Waka Kotahi in addition to AT as part of the CTMP.</p>
WYMP Limited	<p>Supports the Paerata Station Project.</p> <p>Considers that Sim Road should be upgraded, and that speed reduction and safety should be considered in any upgrade of Sim Road. Requests involvement regarding any upgrade of Sim Road.</p> <p>Seeks rezoning of sites owned at 319B, 349, and 401 Sim Road to enable urban development.</p> <p>No comment on the Drury Central Station Project.</p>