

South Rail – Drury and Paerata Station Projects

Appendix I – Referral Order

September 2021

Version 1

Prepared for KiwiRail Holdings Limited by Te Tupu Ngātahi

Schedule 25¹

Drury Central and Paerata Stations

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Project referred to expert consenting panel

1. Name of project

The name of the project is Drury Central and Paerata Stations (the project).

2. Authorised person

The authorised person for the project is KiwiRail Holdings Limited.

3. Description of project

The scope of the project is to develop new railway stations and associated transport interchange facilities at 2 separate sites in South Auckland.

4. Description of activities involved in project

The project may involve the following activities:

- (a) clearing vegetation:
- (b) removing or demolishing structures or buildings:
- (c) carrying out earthworks (including bulk earthworks) and disturbing potentially contaminated soils:
- (d) carrying out activities near a wetland that may result in the wetland being modified or drained:
- (e) constructing temporary and permanent stormwater management and treatment facilities:
- (f) disturbing stream beds, including constructing structures such as bridges, culverts, and culvert extensions:
- (g) diverting and discharging groundwater and stormwater onto land (including a wetland) or into freshwater:
- (h) taking, using, and diverting groundwater:
- (i) reclaiming part of a stream bed in an unnamed tributary of Hingaia Stream:

¹ COVID-19 Recovery (Fast-track Consenting) Referred Projects Amendment Order (No 9) 2021

https://www.legislation.govt.nz/regulation/public/2021/02/30/latest/LMS534384.html?search=ad_act%40regulation_Covid+recovery____25_ac%40bn%40rc%40dn%40apub%40aloc%40apri%40apro%40aimp%40bgov%40bloc%40bpri%40bmem%40rpub%40rimp_ac%40rc%40ainf%40anif%40bcur%40rinf%40rnif_a_aw_se&p=1

(j) constructing railway stations at Drury and Paerata on the North Island Main Trunk railway line, including rail platforms, buildings, and structures:

(k) constructing transport interchange facilities at both railway stations that include—

- (i) park-and-ride carparks; and
- (ii) train and bus interchange and layover areas; and
- (iii) pedestrian and vehicle accessways and plazas; and
- (iv) cycle parking facilities:

(l) landscaping the project sites, including planting and installing art:

(m) constructing three waters services:

(n) constructing pedestrian crossings and other roading infrastructure:

(o) carrying out activities to—

- (i) realign and upgrade Flanagan Road, Drury; and
- (ii) upgrade Waihoehoe Road, Drury; and
- (iii) upgrade State Highway 22:

(p) constructing a new rail overbridge at Paerata:

(q) carrying out any other activities that are—

- (i) associated with the activities described in paragraphs (a) to (p); and
- (ii) within the scope of the project as described in clause 3 of this schedule.

5. Approximate geographical location

The project will occur,—

(a) for Drury Central Station, on a site located to the southeast of Drury township on multiple landholdings accessed off Great South Road, Flanagan Road, and Waihoehoe Road; and

(b) for Paerata Station, on a site located at Paerata, approximately 3 km north of Pukekohe on multiple landholdings accessed off State Highway 22 (Paerata Road) and Sim Road.

6. Further information to be submitted

The following information must be submitted to the panel with any consent application relating to the project (in addition to the information required by clause 9 of Schedule 6 of the Act):

- (a) an assessment of the historic heritage values of the project sites and the impact of the development on those values; and
- (b) a report that describes any consultation undertaken with iwi authorities or other Māori groups representing tangata whenua in relation to the project, and the extent and outcomes of that consultation; and
- (c) the methodology and assumptions used in the application to calculate savings and reductions in greenhouse gas emissions; and
- (d) an analysis of the potential greenhouse gas emissions generated by the project over time, including—
 - (i) the impact of greenhouse gas emissions under different future growth and land use scenarios; and
 - (ii) the opportunities to further enhance connection to other modes and systems of transport; and
 - (iii) the impact of delayed electrification of the rail network in the project area; and
- (e) the methodology or assumptions used to determine the potential economic benefits of the project, including carbon impacts and climate benefits, if any; and
- (f) if climate impacts or benefits are identified in the economic analysis, information on the estimated carbon prices or the discount rates applied; and
- (g) a preliminary site investigation report done in accordance with the requirements of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (the NES), showing how compliance with the NES will be achieved; and
- (h) a flood-hazard assessment for the Drury Central site, including modelling to identify—
 - (i) impacts of the upstream catchment; and
 - (ii) if attenuation is necessary (including calculations and sizing).

7. Persons who must be invited to comment on project

An expert consenting panel must invite comments on any consent application relating to the project from the following persons in addition to the persons listed in clause 17(6) of Schedule 6 of the Act:

- (a) Watercare Services Limited; and
- (b) Auckland Transport; and
- (c) the New Zealand Transport Agency; and
- (d) Ngāti Koheriki Claims Committee.

8. No further provision required

No further provision is necessary to give effect to decisions made by the Minister under section 24 of the Act in respect of the project.

Statement of reasons

This statement of reasons is published for the purposes of clause 4 of Schedule 3 of the Act

The Minister for the Environment has accepted this application for referral. The Minister considered the application against the criteria in the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act) and the Act's purpose, and sought and considered written comments from Ministers, including the Associate Minister for the Environment (Urban Development), as well as Auckland Council, Auckland Transport, Watercare Services Limited, and the New Zealand Transport Agency. The Minister accepted the application for the following reasons:

- the project will help to achieve the purpose of the Act; and
- the project will have positive effects on social well-being by—
 - providing improved access to rail services; and
 - reducing the use of roads and the associated road safety risks by increasing the use of rail services; and
 - reducing travel time; and
- the project will generate employment by providing,—
 - in 2021, 27 to 40 full-time equivalent (FTE) jobs in the planning, engineering, and design phase; and
 - between 2021 and 2024, 200 to 332 FTE jobs in construction and construction management; and
- the project will provide infrastructure that will—
 - improve economic, employment, and environmental outcomes; and
 - increase productivity by reducing congestion on the roads; and
 - support growth in the southern growth area of Auckland as identified in the Auckland Unitary Plan and associated structure plans; and
- the project will contribute to New Zealand's efforts to mitigate climate change and transition faster to a low-emissions economy by reducing reliance on cars; and
- the project is likely to progress faster than would otherwise be the case under the Resource Management Act 1991 standard processes; and
- any adverse effects arising from the application and mitigation measures can be tested by an expert consenting panel against Part 2 of the Resource Management Act 1991 and the purpose of the Act.