

30 September, 2016

Celia Davison
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Dear Celia

Proposed Auckland Council District Plan: Decision on Council Recommendations on Designations

Background

1. KiwiRail Holdings Limited ("**KiwiRail**") is a requiring authority for the purposes of the Resource Management Act 1991 ("**RMA**") and Local Government (Auckland Transitional Provisions) Act 2010 ("**LGATPA**").
2. KiwiRail rolled over its existing designations from legacy plans into the notified version of the Proposed Auckland Unitary Plan ("**Unitary Plan**") as follows:
 - (a) **Designation 6300** (North Auckland Railway Line from Portage Road, Otahuhu to Ross Road, Topuni);
 - (b) **Designation 6301** (Newmarket Branch Railway Line from Remuera Road, Newmarket to The Strand, Parnell);
 - (c) **Designation 6302** (North Island Main Trunk Railway Line from Buckland to Britomart Station, Auckland Central);
 - (d) **Designation 6303** (Avondale Southdown Railway Line from Soljak Place, Mount Albert to Bond Place, Onehunga);
 - (e) **Designation 6304** (Onehunga Branch Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street, Tepapa);
 - (f) **Designation 6305** (Southdown Freight Terminal at Neilson Street (adjoins No. 345), Onehunga);

- (g) Designation 6306 (**Mission Bush Branch Railway Line from Mission Bush Road, Glenbrook to Paerata Road**).
3. KiwiRail also sought to include one new Notice of Requirement ("**NOR**") in the Unitary Plan as follows:
- (a) Designation 6307 (Manukau Rail Link from Lambie Drive (off-ramp), Manukau City Centre to Onslow Drive, Wiri). The NOR was included in the Unitary Plan under Schedule 1, Clause 4 of the Resource Management Act 1991 ("RMA"), and notified under Schedule 1, 5(1B) of the RMA, and section 123(5) of the Local Government (Auckland Transitional Provisions) Amendment Act 2013.
4. KiwiRail sought minor modifications, modifications for consistency and the correction of errors when it rolled over its designations into the Unitary Plan and in its submission on the Unitary Plan, after the Unitary Plan was notified. To that end, KiwiRail filed a number of memoranda of counsel with the Panel, provided evidence in respect of those modifications at the Topic 074 hearing, and attended the hearing of Topic 074.
5. KiwiRail was also granted leave by the Panel to file a late submission on Topic 074, seeking the inclusion of parts of its legacy designations that were not rolled over and included in the notified Plan. Landowners were notified by Auckland Council, and further submissions were received. KiwiRail worked closely with affected landowners, and the Panel heard from KiwiRail and a number of submitters on these issues.
6. The Panel commissioned reports on KiwiRail's designations involving changes classified as minor matters and errors; and those classified as moderately complex in accordance with section 142 of the LGATPA dated 30 August 2015, and amended on 30 September 2015 and 13 July 2016. These reports were also adopted as the Panel's recommendations in accordance with section 144 of the LGATPA on 22 July 2016.
7. The Council notified requiring authorities of its recommendations on their designations on 19 August 2016 ("**Council Decision**"), and accepted the Panel's recommendations in respect of KiwiRail's designations.

Summary of KiwiRail's decision

8. KiwiRail accepts in full the Council's recommendations in respect of the following Designations:

- (a) 6300 North Auckland Railway Line.
 - (b) 6301 Newmarket Branch Railway Line.
 - (c) 6302 North Island Main Trunk Line.
 - (d) 6304 Onehunga Branch Railway Line.
 - (e) 6305 Southdown Freight Terminal.
 - (f) 6306 Mission Bush Branch Railway Line.
 - (g) 6307 Manukau Rail Link.
9. KiwiRail rejects in part the Council's recommendations in respect of Designation 6303 Avondale to Southdown Railway Line, specifically in regard to the proposed amendments to the conditions in Attachment 1 to the Panel's recommendations. KiwiRail has decided to reinstate the wording of Conditions 1 to 4 to the Designation as notified. The remainder of the Council's recommendations in respect of Designation 6303 are accepted.
10. KiwiRail has also made a number of minor modifications to the mapping of its designations that are either:
- (a) recommended by the Council (but not actioned in the Council's GIS viewer); or
 - (b) not inconsistent with the designations as notified.
11. A copy of the revised texts for each designation, including all conditions, in tracked form (ie using strike through text to show deleted text, and underlined text to show new text) and in clean form have been provided with this decision as **Attachment 1**.
12. Amended maps showing minor mapping modifications made in accordance with paragraph 10 above have been provided with this decision as **Attachment 2**.

6303 - Avondale to Southdown Railway Line

13. The Panel's recommendations regarding Designation 6303 - Avondale to Southdown Railway Line on 22 July 2016 responded to submissions from Heritage New Zealand Pouhere Taonga ("**Heritage NZ**") and Mr Duncan McKenzie. Heritage NZ sought the imposition of a condition requiring consideration of historic heritage effects in an Outline Plan of Works where the work would affect a scheduled historic place. Mr McKenzie sought the deletion of Designation 6303 altogether.

14. In the Panel's recommendation, it recommended the following in respect of the designation:

In regard to the hearing of submissions on Designation 6303 the Panel has concluded that the relief sought by Heritage New Zealand should be granted and that the "Type 2 condition" that this submitter sought ought to be included in the conditions attached to that designation. While the Panel was not satisfied that it was not appropriate to grant Mr McKenzie's relief and recommend deletion of the designation it was of the view that more robust conditions ought to be imposed to ensure that any outline plan of works to initiate the project would clearly demonstrate how adverse effects associated with the construction and operation of the works would be avoided, remedy or mitigated. The Panel accordingly recommends that Designation 6303 as recorded in the proposed Auckland Unitary Plan should be confirmed subject to the amendments set out in Attachment 1.

15. KiwiRail has rejected that recommendation.

16. KiwiRail's reasons for rejecting that recommendation are as follows.

Heritage effects

17. With respect to the specific relief relating to heritage effects, KiwiRail already addresses issues relating to historic heritage values through the Outline of Public Works process. KiwiRail understands that the intent of Heritage NZ's submission on its designation (and on other requiring authorities' designations) reflects Heritage NZ's poor experiences with some of those requiring authorities in dealing with effects on historic heritage. In contrast, KiwiRail has a positive relationship with Heritage NZ and is required to deal with historic heritage effects on a regular basis, particularly in relation to railway stations it either owns or operates through that are often scheduled buildings.

18. KiwiRail takes the view that the proposed "Type 2" condition proposed by HNZ is an unnecessary repetition of its responsibilities under statute, specifically under s 176A(3)(f) and "any other matters to avoid, remedy or mitigate adverse effects on the environment", which, if it fails to do so, leave it subject to challenge and/or appeal by Auckland Council under s 176A(4) and (5). To the extent HNZ may have an interest in any appeal against a decision to reject changes proposed by Council, it can always seek to participate under the interested party provisions in s 274 of the Act. It could also arguably bring private enforcement proceedings in its own right under s 314 (which it could also do in respect of non-compliance with the proposed condition).

The Panel's other proposed conditions

19. In respect of the other conditions proposed by the Panel to address its concerns relating to the detail of any outline plan of works for the designation, KiwiRail takes the view that (for largely the same reasons above) the proposed conditions are unnecessary. The Avondale to Southdown Railway Line runs over a range of different land areas, including industrial land, residential properties, the State Highway corridor, and local roads. As a result of any decision to construct a railway through this land, considerable thought will be required to be given to the proposal to address the range of effects that could result as part of the construction process, and as the result of the operation of rail infrastructure.
20. This was a point acknowledged by the Chair of the Panel in addressing the similar concerns of Auckland Transport at the hearing of KiwiRail's late submission on its designations, when he categorised potential problems of negotiating conflict between amendments to the designation and roads as "the least" of concerns relating to how the designation will be given effect to. The precise wording of s 176A(3) requires that an outline plan "**must** show ... **any** other matters to avoid, remedy, or mitigate **any** adverse effects on the environment".
21. As a result, the conditions contained as notified in the Designation in no way limit the matters which KiwiRail will have to address in the event that it seeks to give effect to its designation and begin construction, and KiwiRail will be required to produce enough material to satisfy Auckland Council that it has sufficiently considered and avoided, remedied, or mitigated the adverse effects of construction, or face (in the result of failure) almost certain appeal.

Minor modifications

22. KiwiRail has also made a number of minor modifications to the mapping of its designations that are either:
- (a) recommended by the Council (but not actioned in the Council's GIS viewer); or
 - (b) are not inconsistent with the designations as notified.

23. Those modifications are shown in **Attachment 2** to this decision.

Rollover modifications

24. As part of KiwiRail's rollover notices for the proposed designations, KiwiRail identified a number of amendments it sought to make to amend the Unitary Plan Maps to "accurately show lawfully constructed and operational parts of the railway network" in accordance with clause 16(2) of Schedule 1 to the RMA. Modifications were also made to the Designation 6303 Avondale to Southdown Railway Line to include land which was purchased for railway purposes since the previous Auckland Ishtmus Plan became operative. Copies of the relevant rollover notices demonstrating the requested amendments are attached as **Attachment 3** to this decision, and the designations themselves were provided in electronic and hard copy format.
25. In reviewing the designations as recommended in Attachment 2 to the Council's recommendations, KiwiRail has identified a number of amendments in the decisions version of the Plan which were recommended by the Council (but not actioned through its GIS viewer), and are not inconsistent with the designations as notified. As a result, KiwiRail has decided to make modifications under s 151(4) of the LGATPA.
26. Its reasons for those modifications are as follows:
- (a) The modifications are consistent with the GIS dataset provided to Council at the time of notification of the proposed Unitary Plan.
 - (b) Those modifications relate, as the rollover notices suggest, to modifications or amendments that either reflect land purchased for railway purposes (in the case of Designation 6303 Avondale to Southdown Railway Line) or to accurately show lawfully constructed and operational parts of the railway network.

- (c) The modifications sought to correct errors recorded in the Council's GIS mapping software that have been reflected in the Council's recommendations on its online GIS viewer.

Modifications sought through KiwiRail's original submission

27. KiwiRail's original submission on the proposed Unitary Plan also sought to make modifications to a number of designations to check the Council's GIS files against those held by KiwiRail to ensure the extent of the relevant designation matches KiwiRail's landholdings (#4336-136). KiwiRail submitted that where a discrepancy occurs, the Unitary Plan maps should be amended to reflect KiwiRail's GIS software. At the time it lodged its submission, KiwiRail was still in the process of identifying those modifications, but gave examples at Appendix 6 of its original submission.
28. Mr Bhana for the Panel originally recommended that the submission be rejected on the basis of inadequate information, but later acknowledged that the process of correcting and aligning boundaries of designations was progressing and the Panel had given a direction in that regard.¹ The Panel's direction in that manner recorded:²
- The Panel also encourages Auckland Council and the requiring authorities to resolve minor mapping corrections that are not a modification made at rollover or requested in a submission and do not affect third parties. The Panel will not be keeping a record of these and will rely on Auckland Council to advise the Panel of any mapping changes made.
29. Accordingly, Mr Bhana withdrew his recommendation, and noted that issues regarding alignment and correction of designation boundaries were being resolved by discussion between KiwiRail and the Council in accordance with the direction given by the Panel. KiwiRail provided "snips" of the relevant parcels as an attachment to its corporate evidence on Topic 074, and shortly thereafter provided Auckland Council with a GIS shapefile of the minor corrections required.³

¹ See Decision Report on KiwiRail's designations at p 20.

² See Pre-Hearing Meeting Report of the Panel on Topic 074 dated 16 September 2016 at 2.2.

³ Email from Deborah Hewett of KiwiRail to Shelley Glassey of Auckland Council dated 28 October 2015.

30. KiwiRail relies on the recommendation (from both Council and the Panel) that the modifications in the notices of requirement for designations 6300, 6301, 6302, 6303, 6304, 6305 and 6307 be confirmed subject to the further modifications shown in Attachment 2 be accepted. KiwiRail takes the view that its modifications to resolve minor mapping corrections have been recommended by Council (but not actioned in the Council's GIS viewer).

Modifications sought through KiwiRail's late submission

31. As noted above, KiwiRail was granted leave to file a late submission on the Unitary Plan to incorporate parts of its legacy designations which it had not rolled over. KiwiRail received further submissions on that point, provided evidence, refined the scope of the modifications it sought, and attended a hearing on that submission.

32. The Panel's recommendation, also recommended by Council, was as follows:

That in regard to the late submission by KiwiRail the extensions to Designations 6300, 6302 and 6304 as shown on the maps in Attachment 2 be included in the areas of those Designations which are recommended for confirmation.

33. The modifications sought by KiwiRail in Attachment 3 in respect of its late submission are consistent with the Council's recommendation, but are not otherwise reflected in the Council's GIS viewer and should be corrected.

DATED 30 September 2016



Deborah Hewett
Senior RMA Advisor
KiwiRail

Attachment 1
Marked-up and clean versions of the Designations

Mark-up

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

[6300 North Auckland Railway Line - updated following alteration to designation pursuant to section 181 of the RMA](#)

Designation Number	6300
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	North Auckland Railway Line from Portage Road Bell Avenue , Otahuhu to Ross Road, Topuni
Rollover Designation	Yes
Legacy Reference	Designations H13-09 & B09-06, Auckland Council District Plan (Isthmus Section) 1999; Designation NZR1, Auckland Council District Plan (Waitakere Section) 2003; and Designation 501, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

1. See Diagram B09-06 for strata diagram for land adjacent to Broadway, Newmarket.
2. No additions or alterations shall be made to the building scheduled in the District Plan (Map Reference E10-23 Remuera Railway Station and Signal Box) other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991. This provision shall also apply to the interior of the building and the site surrounds as dimensioned in the Plan.

The following conditions apply between points X: 1,750,777.116m Y: 5,914,020.693m and X: 1,737,958.656m and Y: 5,921,597.470m (NZTM2000):

3. Where an outline plan of works is submitted in accordance with s176A of the Resource Management Act 1991, prior to commencing the project or work, that plan shall be accompanied by:
 - a. A statement outlining the District Plan objectives and policies relevant to the works proposed; and
 - b. An assessment of the effects the works described in the outline plan will have on the environment.

Explanation:

While it is accepted that the project works will be (or should be) in accordance with the designated purpose, the Council will wish to address the relevant objectives and policies of the Plan and be assured that the works will not adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist in determining whether to request changes.

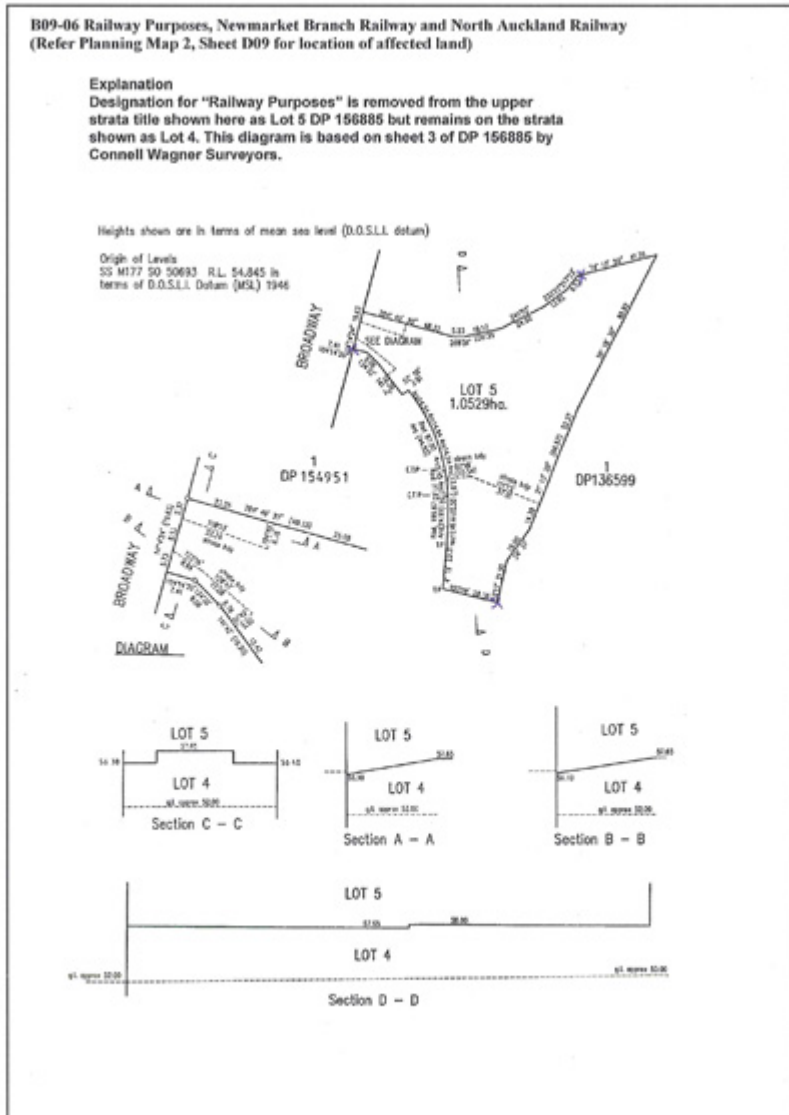
4. Appropriate sedimentation and erosion control measures shall be employed for any new earthworks on the designated site.

Explanation:

The District Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 4. Note that major earthworks may require a consent from the Council.

Attachments

Diagram B09-06 - Strata Diagram for Land Adjacent to Broadway, Newmarket



PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

6301 Newmarket Branch Railway Line

Designation Number	6301
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	Newmarket Branch Railway Line from Remuera Road, Newmarket to The Strand, Parnell
Rollover Designation	Yes
Legacy Reference	Designation B09-06, Auckland Council District Plan (Isthmus Section) 1999; and Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

The following conditions apply between points X: 1,758,321.043m Y:5,920,188.314m and X 1,758,597.328m Y: 5,920,477.525m (NZTM2000):

1. With the exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6m above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in Diagram 282.

The following conditions apply between points X: 1,758,651.726m Y: 5,918,459.655m and X 1,758,321.043m Y: 5,920,188.314m (NZTM2000):

3.3. Where the Parnell Tunnel passes under the following properties, the designation applies to the subsoil space only:

- Allotment 57, Section 3 Suburbs of Auckland, Survey Office Plan 47222;
- Section 1, SO 62979;
- Lot 1, DP 150385;
- Part Lot 1, DP 138824; and
- Lot 2, DP 20720.

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B09-06(1).

3.4. Where the Parnell Tunnel passes under Domain Drive and Parnell Road the designation applies to subsoil space only. The location of these roads in relation to the tunnel and the strata nature of the designation is illustrated inDiagram B09-06(1).

4.5. No buildings and structures shall be located in the designation area on the Domain (see Diagram B09-06(2)) except for any enabling works required for the construction of the Parnell Railway Station and its associated structures (including platforms and pedestrian connections such as over bridges, underpasses, footpaths and gantry structures within the station vicinity).

5.6. Detailed designs and plans shall be prepared prior to commencement of works to mitigate the adverse visual and amenity effects of the soil nail retaining walls and batter slopes in the proposed alteration to the designation. The details shall include:

- a. Batter slope treatment and planting details; and
- b. Soil nail retaining wall details including visual relief and treatment to minimise their visual impact and to integrate into the surrounding landform and vegetated characteristics of the Auckland Domain. The use of MacMatR or similar softening techniques should be investigated to minimise their visual impact.

6.7. Detailed landscape mitigation planting plans shall be prepared by a Registered Landscape Architect to mitigate the adverse visual and amenity effects of the Auckland Domain vegetation removal. The plans shall have input from an ecologist and interested iwi groups and be submitted for approval to the Parks, Sport and Recreation Manager. The landscape plans should seek to retain the largest and structurally sound trees which are to be indicated on the plans. The plans shall include:

- a. Detailed landscape planting plans with tree and plant species, sizes and spacing;
- b. Landscape specifications; and
- c. Implementation and maintenance programme.

7.8. Detailed plans and cross sections of the proposed pedestrian underpass, showing the exact location and visual perspectives of the proposed underpass and re-instatement of the existing underpass, shall be approved by the Parks, Sport and Recreation Manager prior to commencement of works, if the outline plan of works is waived. The pedestrian access path should be designed and aligned to minimise any adverse effects on the existing vegetation within the Domain land, including the Puriri tree in close proximity to the proposed underpass. A Crime Prevention Through Environmental Design (CPTED) assessment shall be undertaken of the pedestrian underpass to minimise threats to personal safety.

Advice Note

1. The New Zealand Historic Places Trust Accidental Discovery Protocol be adopted by all contractors working on site.

Attachments

Diagram 282 - Auckland Railway Station and Railway Designation Heights

Diagram 282 Railway Purposes (Auckland Railway Station and Railway)

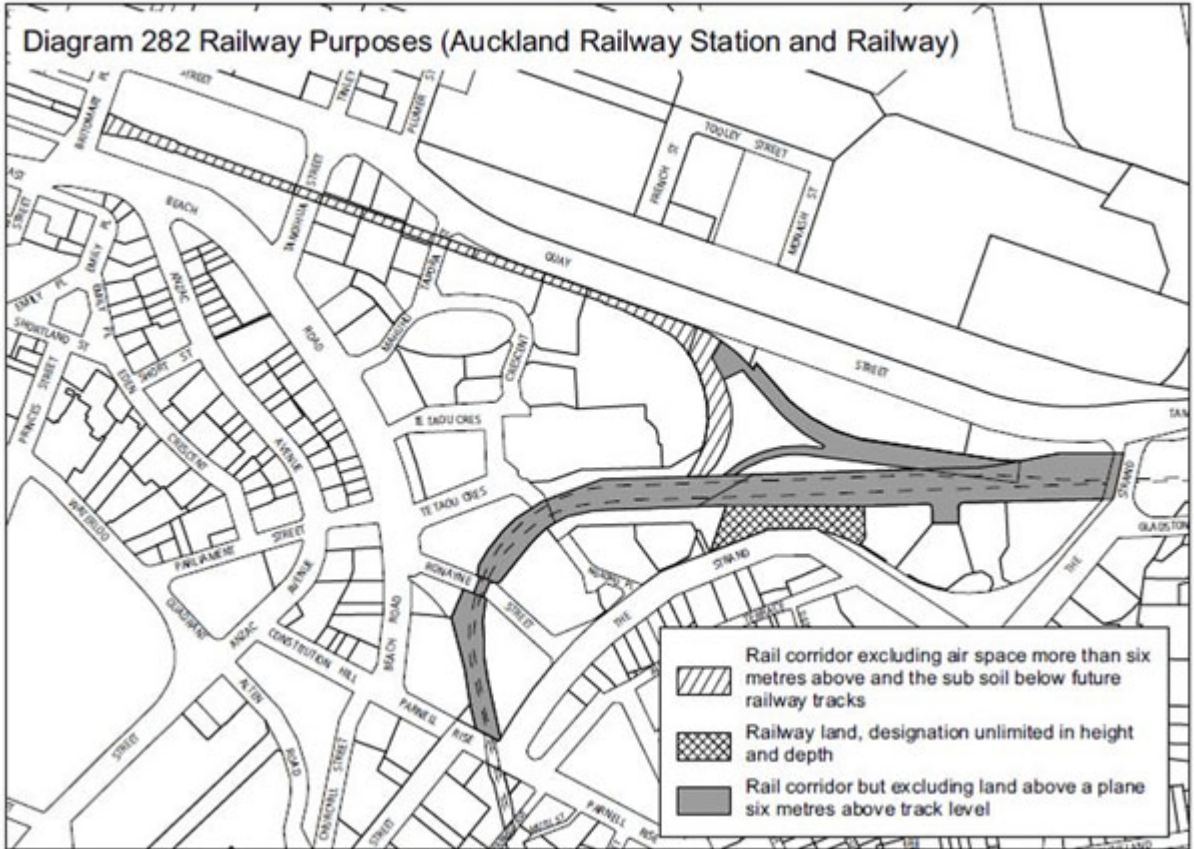


Diagram B09-06(1) - Strata Diagram for Parnell Tunnel

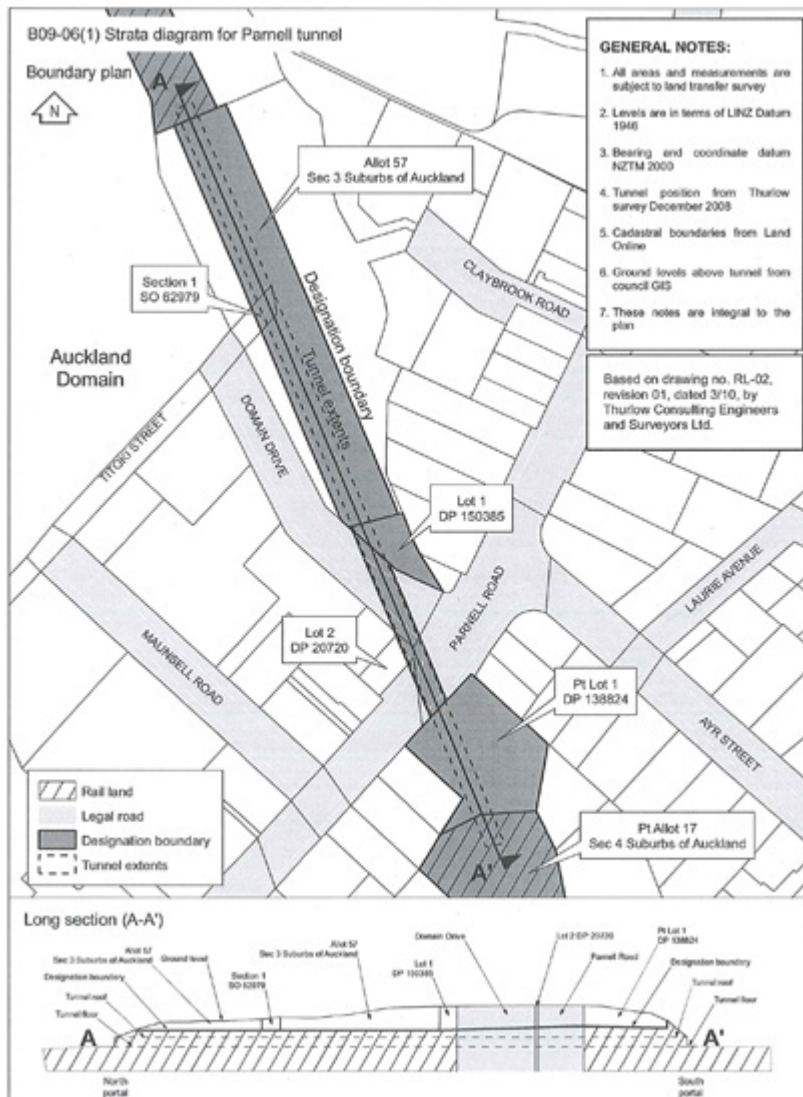


Diagram B09-06(2) - Railway Designation on Auckland Domain Subject to Conditions



6302 North Island Main Trunk Railway Line

Designation Number	6302
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	North Island Main Trunk Railway Line from Buckland to Britomart Station, Auckland Central
Rollover Designation	Yes
Legacy References	Designation 89, Auckland Council District Plan (Franklin Section) 2000; Designation 11, Auckland Council District Plan (Papakura Section) 1999; Designation 230, Auckland Council District Plan (Manukau Section) 2002; Designation B10-05, Auckland Council District Plan (Isthmus Section) 1999; Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

The following conditions apply between points X: 1,763,282.256m Y: 5,909,226.484m and X: 1,758,983.051m Y: 5,920,480.938m (NZTM2000):

1. Any activity on land within the defined Tamaki Drive Scenic Way (Map Reference B10-08) shall comply with the Auckland City Design Guidelines Tamaki Drive.

2. The geological feature which is scheduled in the District Plan (Map Reference D12-04) shall not be excavated, physically investigated, damaged, or altered, other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991.

3. Where the Purewa Tunnel passes under the following properties, the designation applies to subsoil space only:
 - Lot 416, DP 41185;
 - Lot 1, DP 74916;
 - Lot 2, DP 74916;
 - Part Lot 2, DP 40127;
 - Part Lot 1, DP 40127;
 - Part Lot 22, DP 18321; and
 - Part Lot 19, DP 18321.

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B10-05(1).

4. Where the Purewa Tunnel passes under St Johns Road, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on Survey Office Plan 22701. The location of this road in relation to the tunnel and the strata nature of the designation is illustrated in Diagram B10-05(1).

The following conditions apply between points XL 1,758,983.051m Y: 5,920,480.938m and X: 1,757,893.28m Y: 5.920,853.469m (NZTM2000):

5. With exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6m above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in the Diagram 282.

6. Development of the temporary station site shall comply with the underlying development controls.

Attachments

Diagram B10-05 - Purewa Tunnel Strata

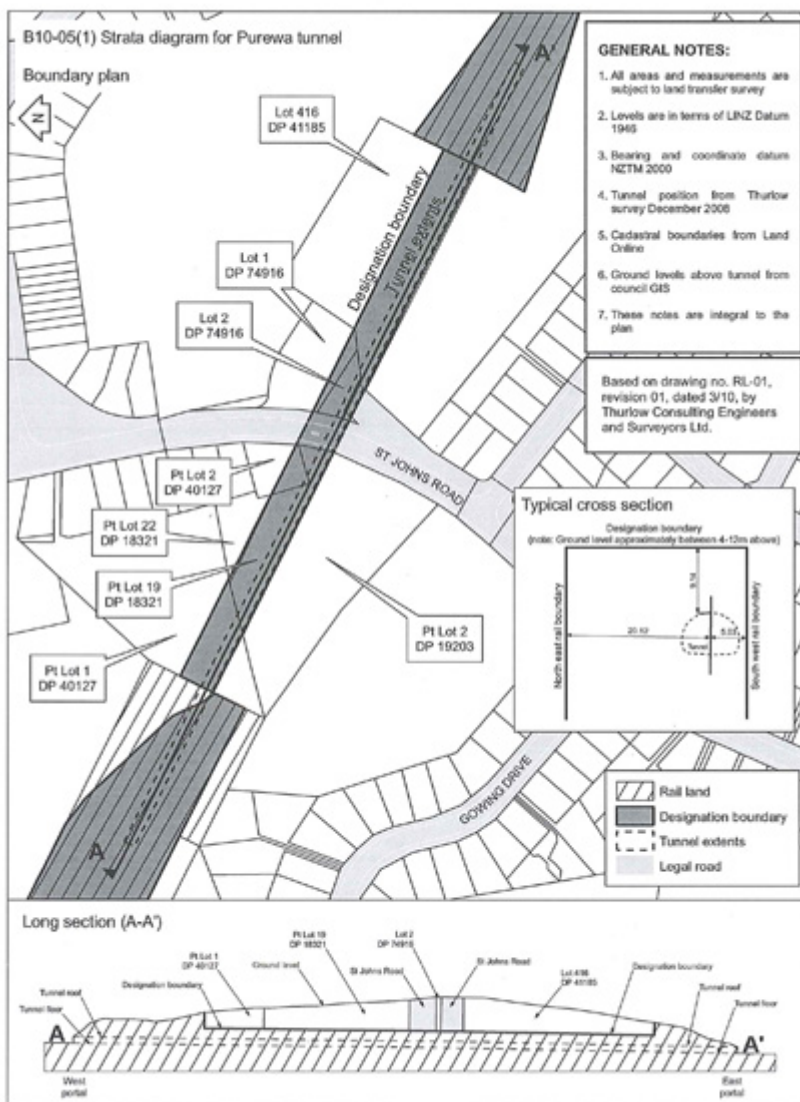
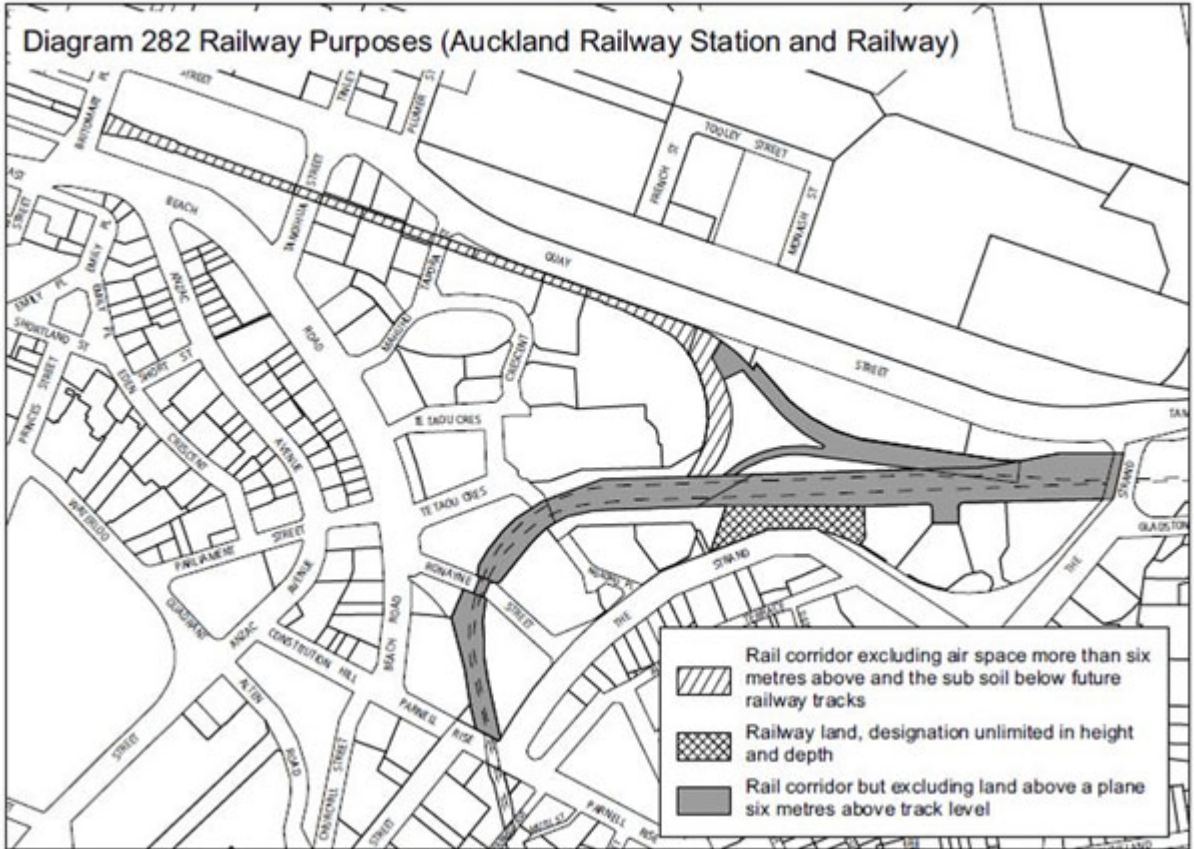


Diagram 282 - Auckland Railway Station and Railway Designation Heights

Diagram 282 Railway Purposes (Auckland Railway Station and Railway)



PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

[6303 Avondale Southdown Railway Line - updated following alteration to designation pursuant to section 181 of the RMA](#)

Designation Number	6303
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	Avondale to Southdown Railway Line from Soljak Place, Mount Albert to Bond Place, Onehunga Neilson Street, Te Papapa
Rollover Designation	Designation G08-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from when the circumstances in section 175(1) of the Resource Management Act 1991 apply 31 August 2029

Purpose

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.

Conditions

1. That prior to implementation of the designation an assessment of environmental effects be undertaken to determine effects the works will have on the environment and the most appropriate means of mitigating these effects.

2. That a landscape plan be submitted for approval to the Council at the time of detailed design including fencing and planting which will be implemented at the boundary of the line with all land zoned residential and open space to minimise noise effects and provide screening.

3. That vehicle access along New North Road, Richardson Road, May Road, Dominion Road, Hayr Road, Hillsborough Road, Queenstown Road, Pleasant Street, Symonds Street, Forbes Street, Normans Hill Road, Quadrant Road, Hill Street, Selwyn Street, Onehunga Mall, Galway Street, Spring Street, Victoria Street and Alfred Street be maintained when construction is completed. All crossings to be grade separated, with the exception of local roads.

4. The short term construction effects including noise, visual effects and dust be reduced through appropriate construction methods.

~~Detailed conditions covering the following matters shall be submitted as part of the outline plan of works:~~

~~1. ——— A construction environmental management plan setting out the details of how the project and its environmental effects will be managed. It must include contact information for the Project Manager and details of how all potential adverse environmental effects including those affecting neighbouring properties will be managed.~~

~~2. ——— A report from a suitably qualified noise consultant assessing potential noise effects arising from the project and setting out recommendations how noise and vibration from the works should be managed.~~

~~3. ——— A report from a suitably qualified consultant assessing potential effects arising from rock removal required to implement the project and setting out recommendations on how adverse effects resulting from any measures required for rock removal, including blasting and mechanical methods should be managed.~~

~~4. ——— A report from a suitably qualified consultant assessing potential effects arising from the ground vibration created by construction machinery involved in the project and setting out recommendations on how adverse effects of vibration from construction activities should be managed.~~

~~5. ——— A construction noise and vibration management plan setting out how noise, vibration and blasting effects as determined from the reports set out above can be managed in a manner that will minimise the impacts on affected parties and sensitive receivers in accordance with best practice.~~

~~6. ——— An assessment of effects of noise from the operation of the railway activity that is proposed, prepared in accordance with the relevant New Zealand standard if one exists or a relevant overseas standard if no New Zealand standard exists. The assessment shall include recommendations on any methods to be used to avoid, remedy or mitigate the effects of noise from the railway operation.~~

~~7. ——— A landscape plan including detailed design of fencing and planting at the boundary of the line where it interfaces with all land zoned residential and open space.~~

~~8. ——— Detailed arrangements to ensure that vehicle access along New North Road, Richardson Road, May Road, Dominion Road, Hayr Road, Hillsborough Road, Queenstown Road, Pleasant Street, Symonds Street, Forbes Street, Norman Hill Road, Quadrant Road, Hill Street, Solwyn Street, Onehunga Mall, Galway Street, Spring Street, Victoria Street and Alfred Street will be maintained when construction is completed. This should include arrangements, such as grade separation, to ensure safety wherever the line crosses any public street.~~

~~9. ——— Where any works or development involve the demolition of, or, alterations or additions to a scheduled historic heritage place, the following shall be submitted with the Outline Plan of Works:~~

- ~~a. — An assessment of the effects on the historic heritage values of the place; and~~
- ~~b. — A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.~~

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Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

6304 Onehunga Branch Railway Line

Designation Number	6304
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	Onehunga Brach Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street (Southdown Freight Terminal), Tepapa
Rollover Designation	Yes
Legacy Reference	Designation G12-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

6305 Southdown Freight Terminal

Designation Number	6305
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	Neilson Street (adjoins No 345), Onehunga Southdown Freight Terminal at Neilson Street (adjoins number 345 Neilson Street) Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H11-11, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

[6306 Mission Bush Branch Railway Line - updated following alteration to designation pursuant to section 181 of the RMA](#)

Designation Number	6306
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	Mission Bush Branch Railway Line from Mission Bush Road, Glenbrook to Paerata Road, Pukekohe
Rollover Designation	Yes
Legacy Reference	Designation 90, Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

R6307 Manukau Rail Link

Designation Number	R6307
Requiring Authority	New Zealand Railways Corporation (KiwiRail) KiwiRail Holdings Ltd
Location	Manukau Rail Link from Lambie Drive Davies Avenue , Manukau City Centre to Onslow Drive Avenue , Wiri
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

Clean versions

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

[6300 North Auckland Railway Line - updated following alteration to designation pursuant to section 181 of the RMA](#)

Designation Number	6300
Requiring Authority	KiwiRail Holdings Ltd.
Location	North Auckland Railway Line from Bell Avenue, Otahuhu to Ross Road, Topuni
Rollover Designation	Yes
Legacy Reference	Designations H13-09 & B09-06, Auckland Council District Plan (Isthmus Section) 1999; Designation NZR1, Auckland Council District Plan (Waitakere Section) 2003; and Designation 501, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

1. See Diagram B09-06 for strata diagram for land adjacent to Broadway, Newmarket.
2. No additions or alterations shall be made to the building scheduled in the District Plan (Map Reference E10-23 Remuera Railway Station and Signal Box) other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991. This provision shall also apply to the interior of the building and the site surrounds as dimensioned in the Plan.

The following conditions apply between points X: 1,750,777.116m Y: 5,914,020.693m and X: 1,737,958.656m and Y: 5,921,597.470m (NZTM2000):

3. Where an outline plan of works is submitted in accordance with s176A of the Resource Management Act 1991, prior to commencing the project or work, that plan shall be accompanied by:
 - a. A statement outlining the District Plan objectives and policies relevant to the works proposed; and
 - b. An assessment of the effects the works described in the outline plan will have on the environment.

Explanation:

While it is accepted that the project works will be (or should be) in accordance with the designated purpose, the Council will wish to address the relevant objectives and policies of the Plan and be assured that the works will not adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist in determining whether to request changes.

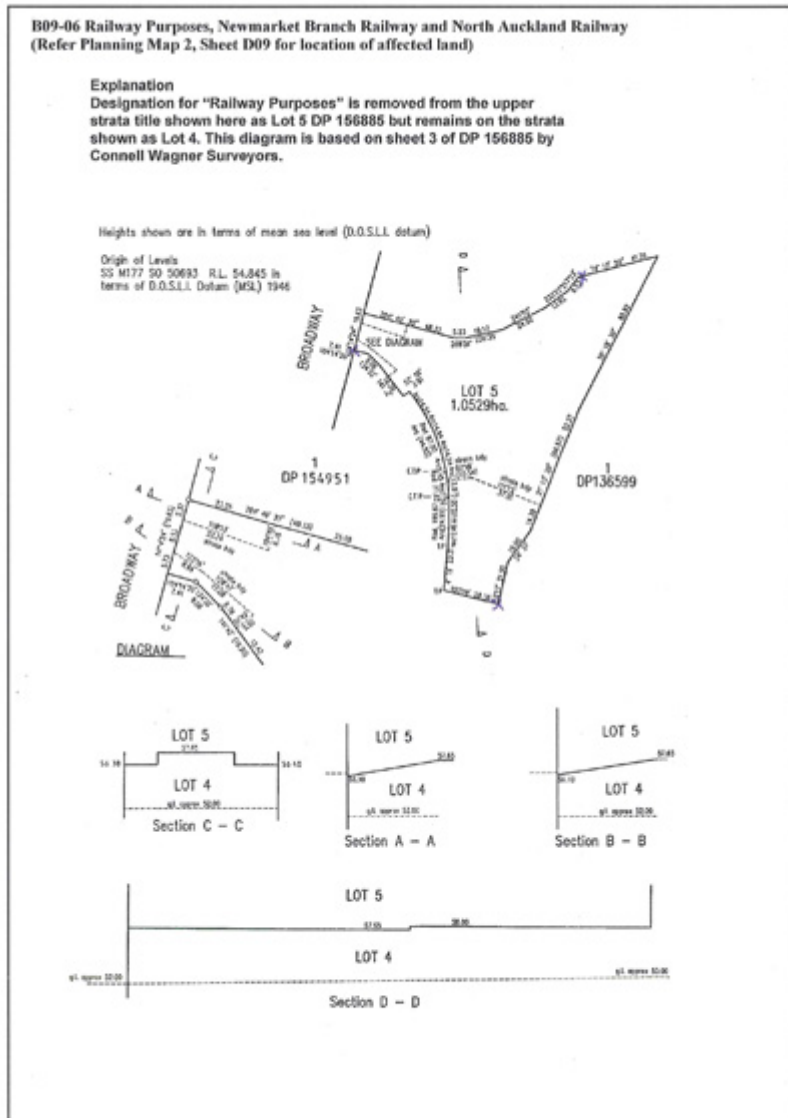
4. Appropriate sedimentation and erosion control measures shall be employed for any new earthworks on the designated site.

Explanation:

The District Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 4. Note that major earthworks may require a consent from the Council.

Attachments

Diagram B09-06 - Strata Diagram for Land Adjacent to Broadway, Newmarket



6301 Newmarket Branch Railway Line

Designation Number	6301
Requiring Authority	KiwiRail Holdings Ltd
Location	Newmarket Branch Railway Line from Remuera Road, Newmarket to The Strand, Parnell
Rollover Designation	Yes
Legacy Reference	Designation B09-06, Auckland Council District Plan (Isthmus Section) 1999; and Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

The following conditions apply between points X: 1,758,321.043m Y:5,920,188.314m and X 1,758,597.328m Y: 5,920,477.525m (NZTM2000):

1. With the exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6m above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in Diagram 282.

The following conditions apply between points X: 1,758,651.726m Y: 5,918,459.655m and X 1,758,321.043m Y: 5,920,188.314m (NZTM2000):

2. Where the Parnell Tunnel passes under the following properties, the designation applies to the subsoil space only:

- Allotment 57, Section 3 Suburbs of Auckland, Survey Office Plan 47222;
- Section 1, SO 62979;
- Lot 1, DP 150385;
- Part Lot 1, DP 138824; and
- Lot 2, DP 20720.

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B09-06(1).

3. Where the Parnell Tunnel passes under Domain Drive and Parnell Road the designation applies to subsoil space only. The location of these roads in relation to the tunnel and the strata nature of the designation is illustrated in Diagram B09-06(1).

4. No buildings and structures shall be located in the designation area on the Domain (see Diagram B09-06(2)) except for any enabling works required for the construction of the Parnell Railway Station and its associated structures (including platforms and pedestrian connections such as over bridges, underpasses, footpaths and gantry structures within the station vicinity).

5. Detailed designs and plans shall be prepared prior to commencement of works to mitigate the adverse visual

and amenity effects of the soil nail retaining walls and batter slopes in the proposed alteration to the designation.

The details shall include:

- a. Batter slope treatment and planting details; and
- b. Soil nail retaining wall details including visual relief and treatment to minimise their visual impact and to integrate into the surrounding landform and vegetated characteristics of the Auckland Domain. The use of MacMatR or similar softening techniques should be investigated to minimise their visual impact.

6. Detailed landscape mitigation planting plans shall be prepared by a Registered Landscape Architect to mitigate the adverse visual and amenity effects of the Auckland Domain vegetation removal. The plans shall have input from an ecologist and interested iwi groups and be submitted for approval to the Parks, Sport and Recreation Manager. The landscape plans should seek to retain the largest and structurally sound trees which are to be indicated on the plans. The plans shall include:

- a. Detailed landscape planting plans with tree and plant species, sizes and spacing;
- b. Landscape specifications; and
- c. Implementation and maintenance programme.

7. Detailed plans and cross sections of the proposed pedestrian underpass, showing the exact location and visual perspectives of the proposed underpass and re-instatement of the existing underpass, shall be approved by the Parks, Sport and Recreation Manager prior to commencement of works, if the outline plan of works is waived. The pedestrian access path should be designed and aligned to minimise any adverse effects on the existing vegetation within the Domain land, including the Puriri tree in close proximity to the proposed underpass. A Crime Prevention Through Environmental Design (CPTED) assessment shall be undertaken of the pedestrian underpass to minimise threats to personal safety.

Advice Note

1. The New Zealand Historic Places Trust Accidental Discovery Protocol be adopted by all contractors working on site.

Attachments

Diagram 282 - Auckland Railway Station and Railway Designation Heights

Diagram 282 Railway Purposes (Auckland Railway Station and Railway)

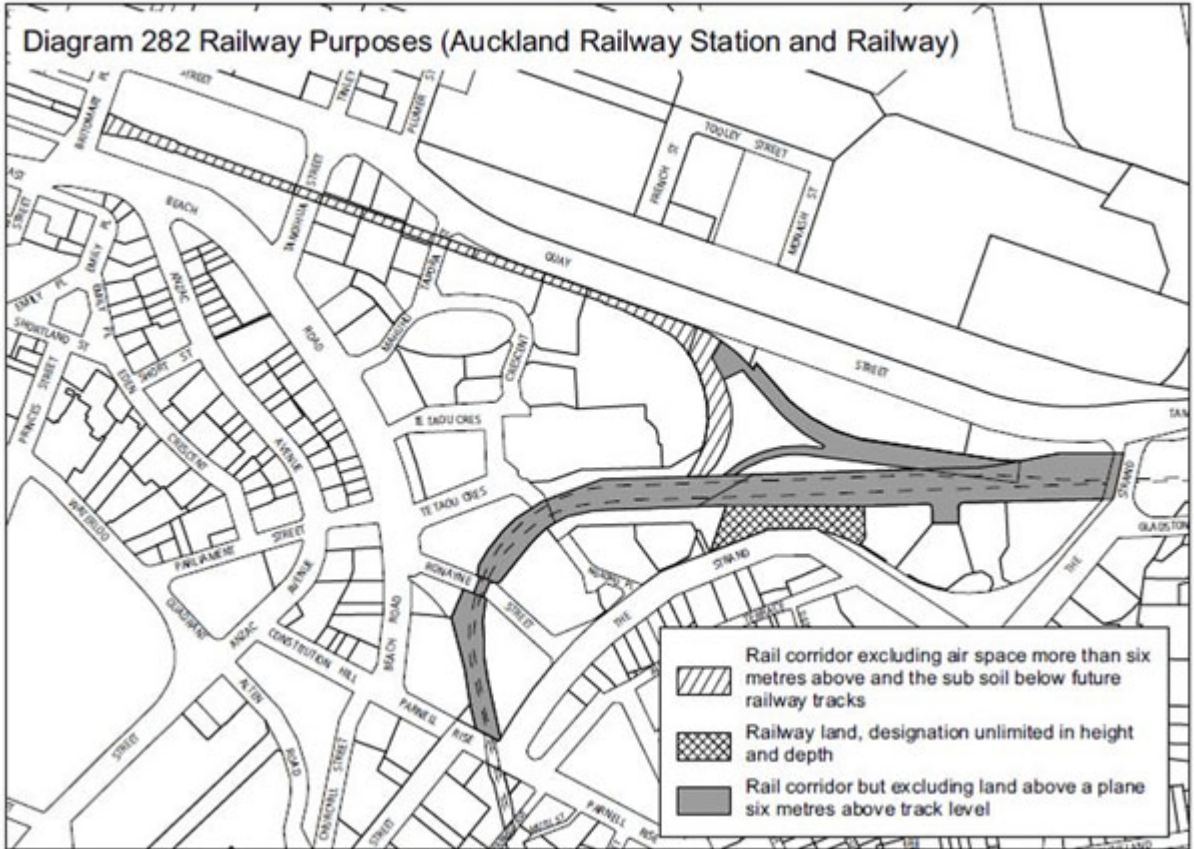


Diagram B09-06(1) - Strata Diagram for Parnell Tunnel

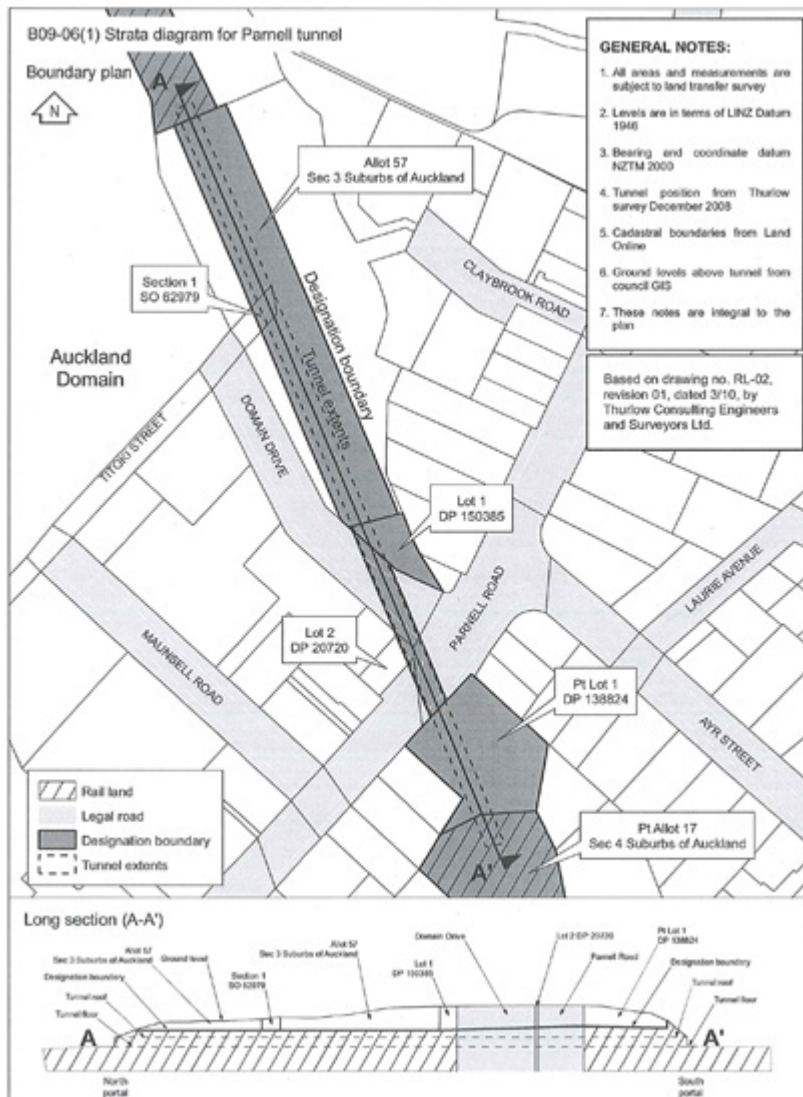


Diagram B09-06(2) - Railway Designation on Auckland Domain Subject to Conditions



6302 North Island Main Trunk Railway Line

Designation Number	6302
Requiring Authority	KiwiRail Holdings Ltd
Location	North Island Main Trunk Railway Line from Buckland to Britomart Station, Auckland Central
Rollover Designation	Yes
Legacy References	Designation 89, Auckland Council District Plan (Franklin Section) 2000; Designation 11, Auckland Council District Plan (Papakura Section) 1999; Designation 230, Auckland Council District Plan (Manukau Section) 2002; Designation B10-05, Auckland Council District Plan (Isthmus Section) 1999; Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

The following conditions apply between points X: 1,763,282.256m Y: 5,909,226.484m and X: 1,758,983.051m Y: 5,920,480.938m (NZTM2000):

1. Any activity on land within the defined Tamaki Drive Scenic Way (Map Reference B10-08) shall comply with the Auckland City Design Guidelines Tamaki Drive.
2. The geological feature which is scheduled in the District Plan (Map Reference D12-04) shall not be excavated, physically investigated, damaged, or altered, other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991.
3. Where the Purewa Tunnel passes under the following properties, the designation applies to subsoil space only:
 - Lot 416, DP 41185;
 - Lot 1, DP 74916;
 - Lot 2, DP 74916;
 - Part Lot 2, DP 40127;
 - Part Lot 1, DP 40127;
 - Part Lot 22, DP 18321; and
 - Part Lot 19, DP 18321.

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B10-05(1).

4. Where the Purewa Tunnel passes under St Johns Road, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on Survey Office Plan 22701. The location of this road in relation to the tunnel and the strata nature of the designation is illustrated in Diagram B10-05(1).

The following conditions apply between points XL 1,758,983.051m Y: 5,920,480.938m and X: 1,757,893.28m Y: 5.920,853.469m (NZTM2000):

5. With exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6m above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in the Diagram 282.

6. Development of the temporary station site shall comply with the underlying development controls.

Attachments

Diagram B10-05 - Purewa Tunnel Strata

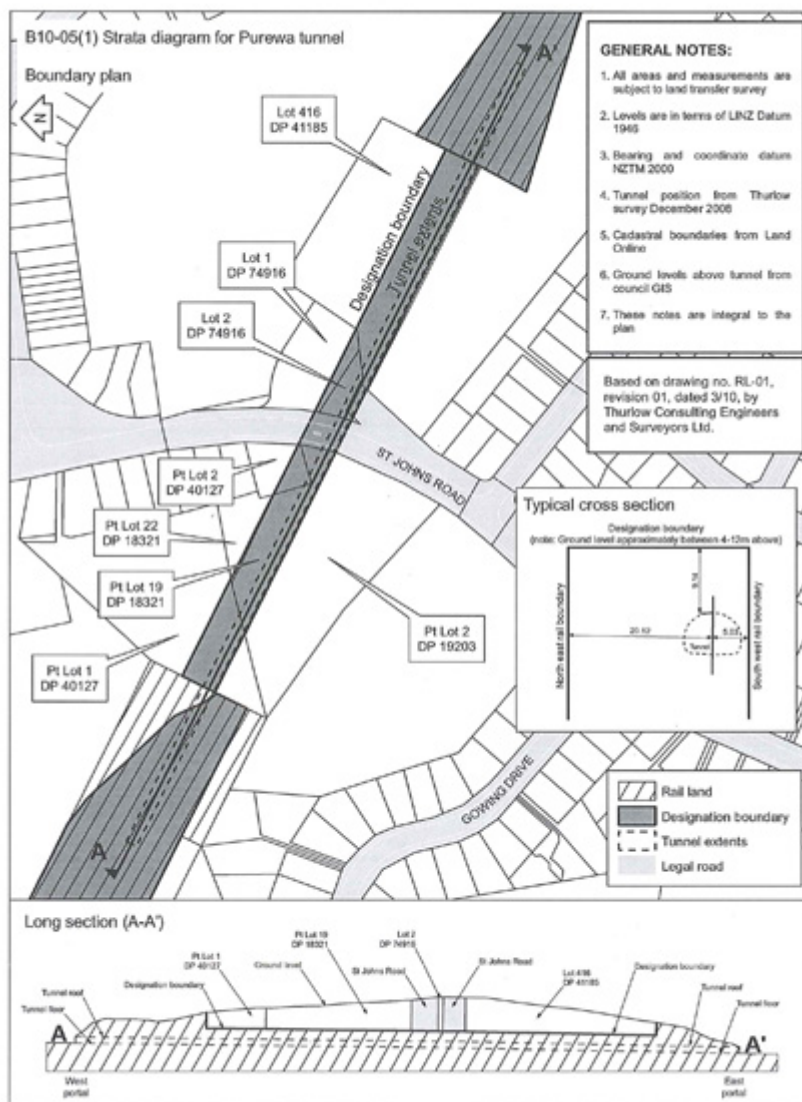
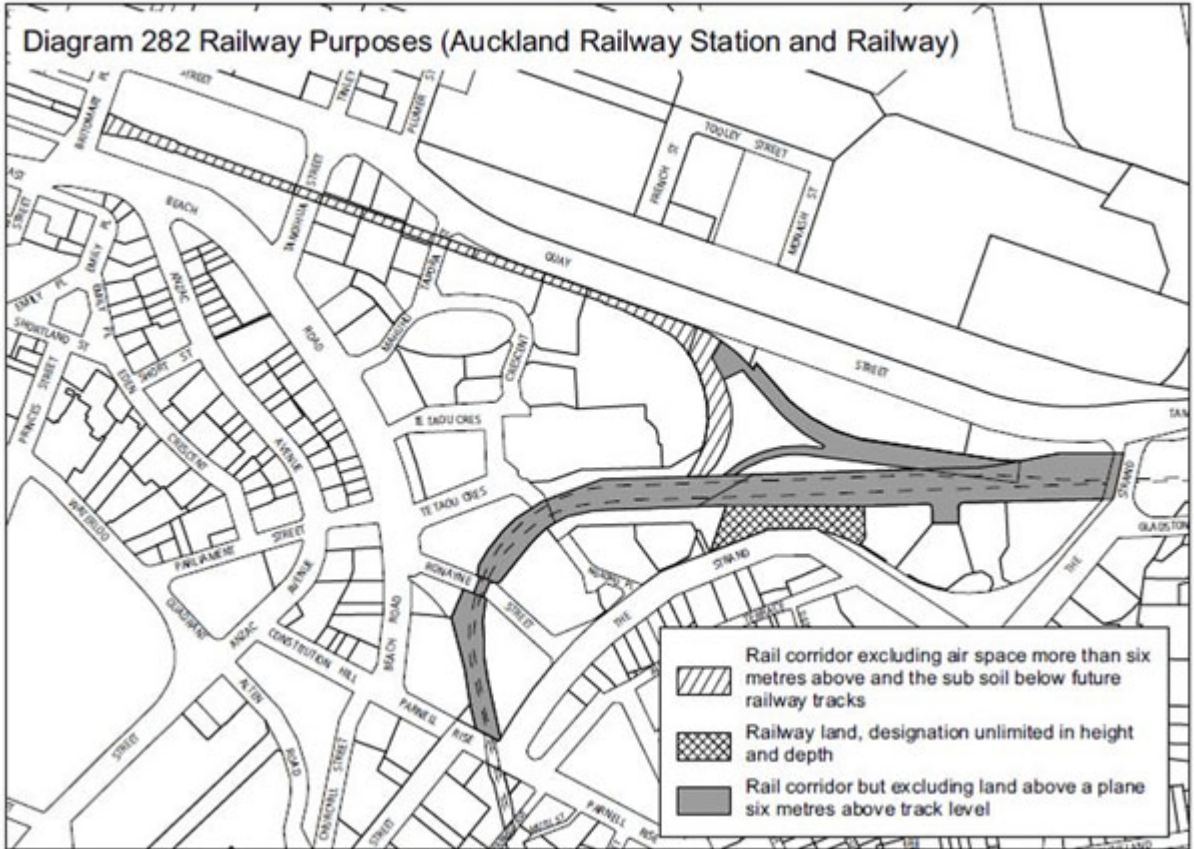


Diagram 282 - Auckland Railway Station and Railway Designation Heights

Diagram 282 Railway Purposes (Auckland Railway Station and Railway)



[6303 Avondale Southdown Railway Line - updated following alteration to designation pursuant to section 181 of the RMA](#)

Designation Number	6303
Requiring Authority	KiwiRail Holdings Ltd
Location	Avondale to Southdown Railway Line from Soljak Place, Mount Albert to Neilson Street, Te Papapa
Rollover Designation	Designation G08-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	31 August 2029

Purpose

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.

Conditions

1. That prior to implementation of the designation an assessment of environmental effects be undertaken to determine effects the works will have on the environment and the most appropriate means of mitigating these effects.
2. That a landscape plan be submitted for approval to the Council at the time of detailed design including fencing and planting which will be implemented at the boundary of the line with all land zoned residential and open space to minimise noise effects and provide screening.
3. That vehicle access along New North Road, Richardson Road, May Road, Dominion Road, Hayr Road, Hillsborough Road, Queenstown Road, Pleasant Street, Symonds Street, Forbes Street, Normans Hill Road, Quadrant Road, Hill Street, Selwyn Street, Onehunga Mall, Galway Street, Spring Street, Victoria Street and Alfred Street be maintained when construction is completed. All crossings to be grade separated, with the exception of local roads.
4. The short term construction effects including noise, visual effects and dust be reduced through appropriate construction methods.

Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

6304 Onehunga Branch Railway Line

Designation Number	6304
Requiring Authority	KiwiRail Holdings Ltd
Location	Onehunga Branch Railway Line from Onehunga Harbour Road, Onehunga to Station Road, Penrose and Neilson Street (Southdown Freight Terminal), Tepapa
Rollover Designation	Yes
Legacy Reference	Designation G12-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

6305 Southdown Freight Terminal

Designation Number	6305
Requiring Authority	KiwiRail Holdings Ltd
Location	Southdown Freight Terminal at Neilson Street (adjoins number 345 Neilson Street) Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H11-11, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

[6306 Mission Bush Branch Railway Line - updated following alteration to designation pursuant to section 181 of the RMA](#)

Designation Number	6306
Requiring Authority	KiwiRail Holdings Ltd
Location	Mission Bush Branch Railway Line from Mission Bush Road, Glenbrook to Paerata Road, Pukekohe
Rollover Designation	Yes
Legacy Reference	Designation 90, Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

PART 7 - DESIGNATIONS»Schedules and Designations»New Zealand Railways Corporation»

R6307 Manukau Rail Link

Designation Number	R6307
Requiring Authority	KiwiRail Holdings Ltd
Location	Manukau Rail Link from Davies Avenue, Manukau City Centre to Onslow Avenue, Wiri
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

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.

Conditions

No conditions.

Attachments

No attachments.

Attachment 2
Minor modifications to mapping of KiwiRail's designations

In all pictures below, the black line records the current GIS data provided from Auckland Council for the decisions version of the Unitary Plan. The areas inside or outside the black line to be included or removed are identified on an individual basis. The different colours reflect modifications made at different times prior to notification.

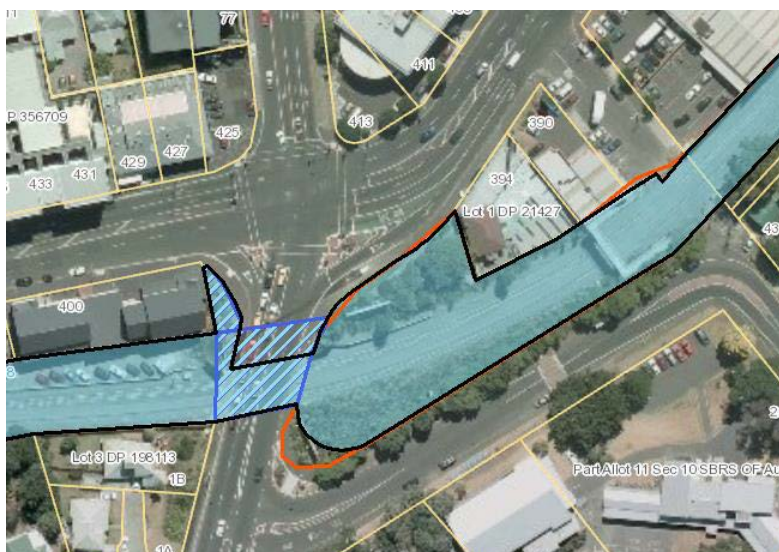
Designation 6300

Cnr Park and Khyber Pass Roads



Blue hatched area at the corner of Khyber Pass and Park Roads to be included. This reflects an edit made to the designation as part of the section 181(3) process for the Auckland Electrification Project (and included in the rollover notice for notification), which was not carried across into the decisions version of the Unitary Plan.

Cnr Sandringham Road and Bond Streets



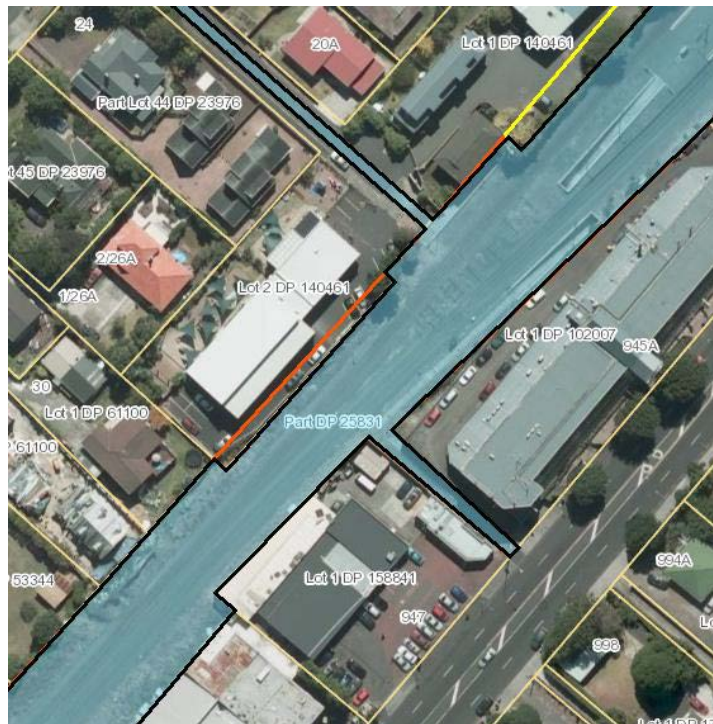
Blue hatched area across Sandringham Road to be included. See explanation above.

St Lukes Road Overbridge (Bridge 39)



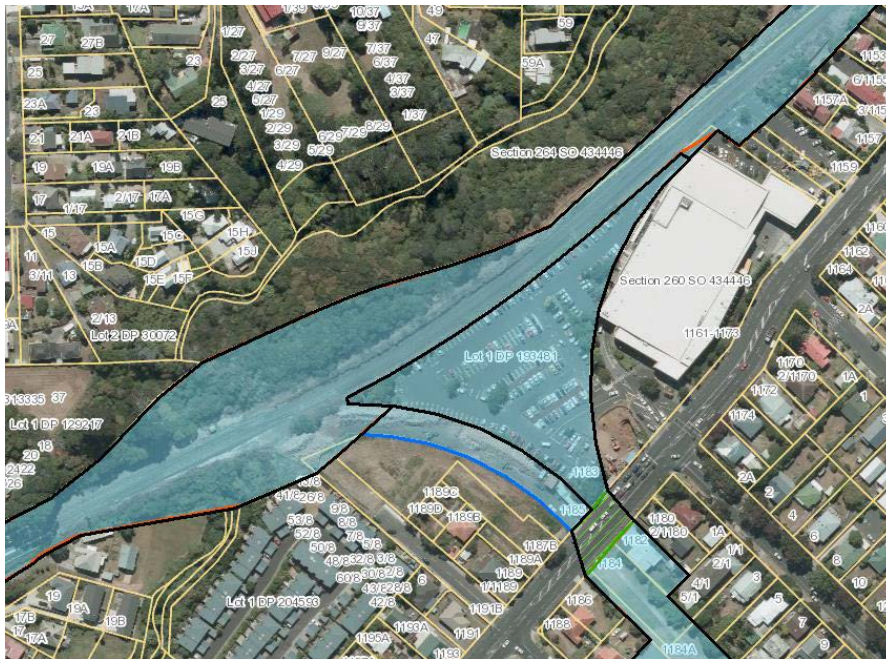
Cadastral issue - orange line represents existing designation for Designation 6300 and black line should be amended to mirror.

Mount Albert Station



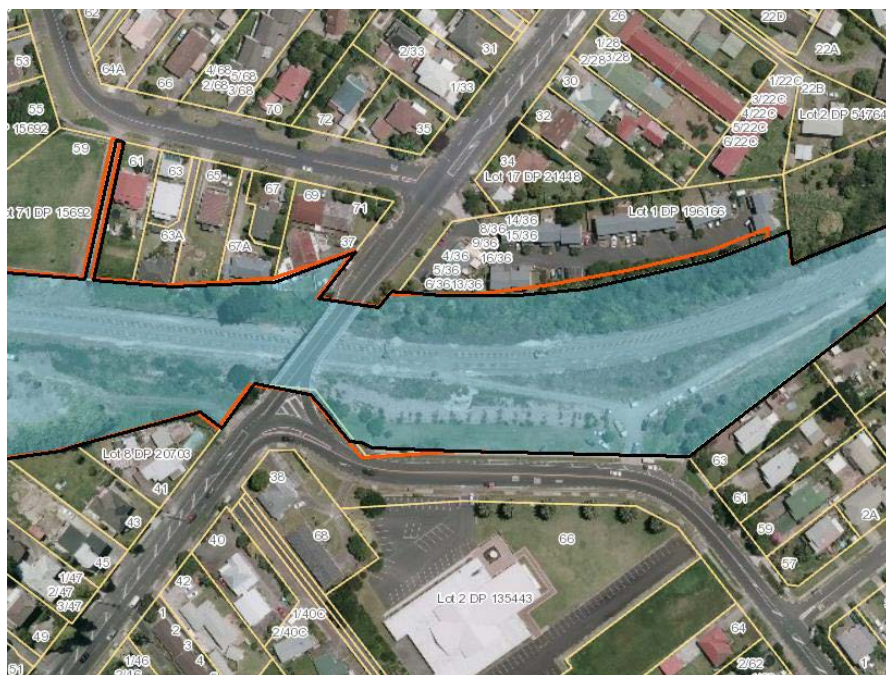
Sliver - area marked by the orange lines to be included in designation, consistent with designation as notified.

New North Road and Soljak Place



Area marked by the blue line - specific modification requested in 2012 rollover at the confluence of designations 6301 and 6303.

Rua Road and West Coast Road (Bridge 49)



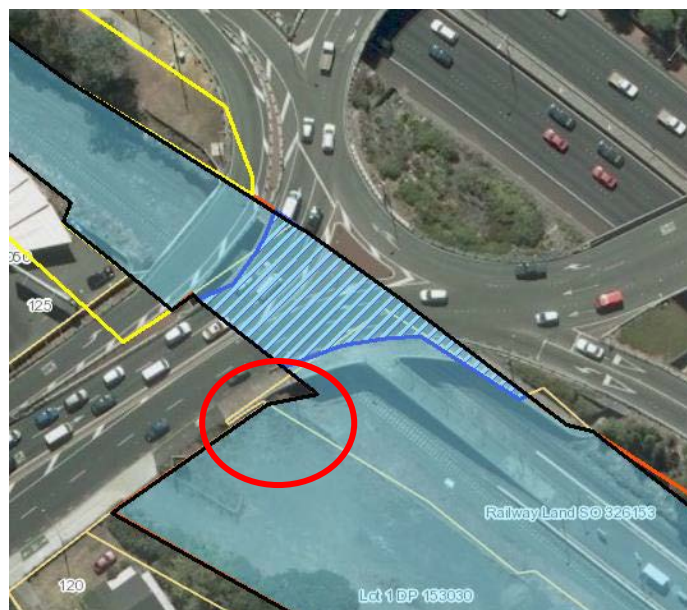
Cadastral issue - to be modified to meet the orange line as existing designation that was rolled over.

Titirangi Road



Gap between designations to be designated - consistent with modifications sought in evidence on Topic 074 Designations.

Green Lane East



Cadastral issue - area in light yellow lines (marked by red circle) should be designated consistent with land ownership.

Designation 6302
Yates Road



Cadastral issue - black line should mirror the thin yellow to the right.

Designation 6303
Stewart Road and Hendon Avenue



Area over stream between two black lines to be designated consistent with amendments sought through evidence.

Stoddard Road



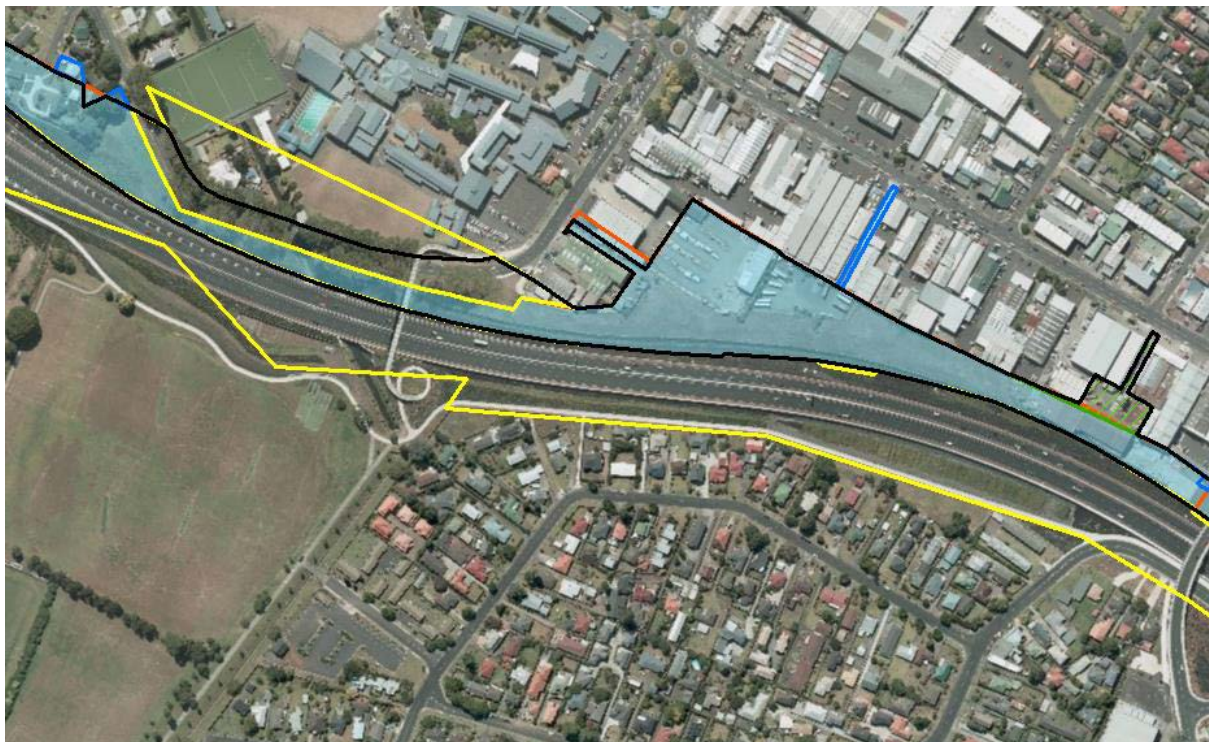
Areas marked in blue lines outside the existing black line to be included, as sought in specific modification for designation 6303 at time of rollover.

Somerset Road



Areas marked in blue lines outside the existing black lines to be included, as part of the specific modification sought at time of rollover.

Carr Road



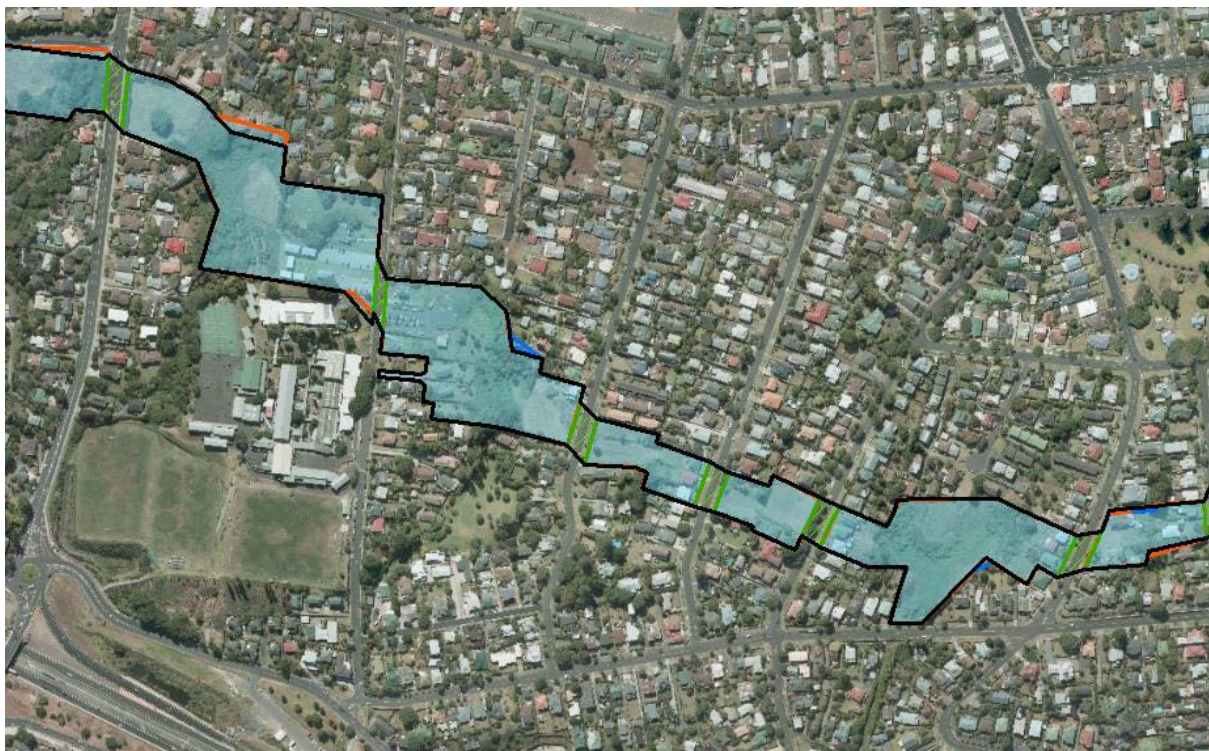
Areas marked in blue lines. See above explanation.

Southwestern Motorway



Areas in blue lines. See above explanation.

Pleasant Street



Areas in blue lines outside black lines. See above explanation.

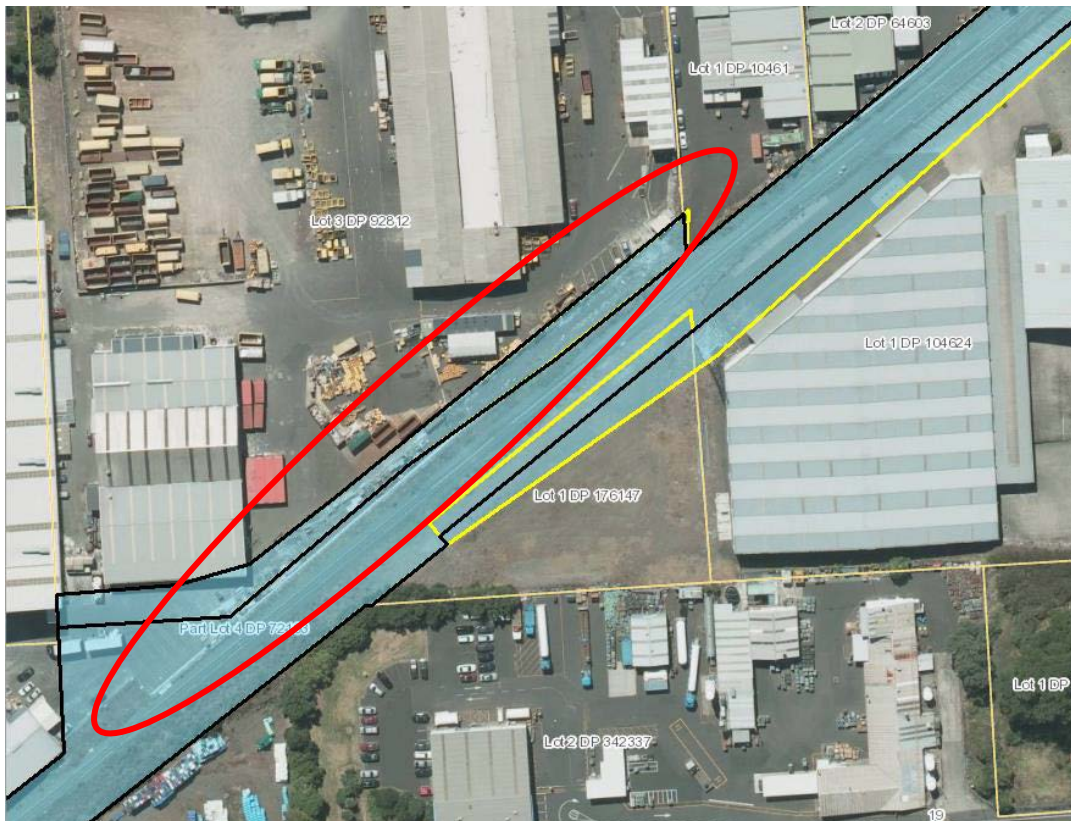
Selwyn Street and Onehunga Mall



Areas in blue lines outside black lines. See above explanation

Designation 6304

Maurice and Rockfield Roads



Area marked in black and covered in red circle no longer pursued following hearing on late submission. Consistent with recommendation of the Panel.

Designation 6304 / 6305

Onehunga Harbour



Cadastral issue - black line should mirror the yellow line to the left of the existing designation consistent with evidence on Topic 074.



21 June 2012

To: Chief Executive
Auckland Council
Private Bag 92300
Auckland 1142
Attention: Penny Pirrit

Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991

Pursuant to Clause 4 of the First Schedule of the Resource Management Act 1991, the New Zealand Railways Corporation (KiwiRail) gives notice of its requirement for Auckland Council to include the designation specified below within the Proposed Auckland Unitary Plan.

I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Auckland Isthmus: G08-05 Railway Purposes, Avondale Southdown Line
Modification Proposed	Yes
Reasons for Modification (Form 18 RMA regs)	<p>The designation has been modified to include land which has been purchased for railway purposes since the previous Auckland Isthmus Plan became operative. These parcels of land include land transferred from NZTA as part of the Mt Roskill Motorway works. This land is owned by NZRC (KiwiRail) and there are no directly affected parties.</p> <p>The second modification is to extend the term of the designation from 2015, to 12 years from the date the designation is included in the District Plan – which follows the form of the existing lapse date condition.</p> <p>The Avondale Southdown line has been largely designated since the late 1950's and is currently identified as a strategic transport project in the Auckland Plan and in the RLTP. The timing of the implementation of the project is 2030-2040.</p> <p>The corridor is now largely owned by KiwiRail and the intention is to retain the corridor for its future strategic role for both passenger and</p>

	<p>freight connections in Auckland. The aggregation of the land required for a transport corridor can be lengthy and, as can be seen for the adjustments to the alignment through Mt Roskill, changes have been necessary to accommodate other transport providers.</p> <p>The extension of the lapse date ensures that the local community continues to be aware of the intended use of this strategic transport corridor.</p> <p>The minor alterations to extend the existing designation within the District reflect the current KiwiRail land ownership of the corridor for its future purpose. No alternative sites, routes and methods have been considered to the proposed modification as the alignment is largely extant.</p> <p>The designation is part of NZRC's objective to operate the rail network to ensure the efficient running of rail services. NZRC's primary objectives are to:</p> <ul style="list-style-type: none"> (a) Operate, maintain, renew and upgrade the existing National Rail network; (b) Contribute to sustainability; (c) Retain existing corridors for long term railway activities. (d) Provide an alternative safe and sustainable transport option for moving rail freight and passengers to, from and within the region; and (e) Assist in accommodating future economic growth in the region. <p>No resource consents are needed for the proposed modifications. No direct consultation has been undertaken with parties that are likely to be affected. All the land subject to the modification is owned, or in respect to the extension of the lapse date, currently designated by NZRC.</p>
<p>Alteration/Correction Required (<i>under clause 16(2), First Schedule of the RMA 1991</i>)</p>	<p>Yes</p>
<p>Corrections</p>	<ol style="list-style-type: none"> 1. Update the legal name of the requiring authority to the New Zealand Railways Corporation in accordance with section 167 of the RMA. 2. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network. 3. Identification of the gazetted railway line as the descriptor of the designation.

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed modification to the extent of the designation.

Yours faithfully



Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

Avondale Southdown Line

	Background information	Proposed modification
Designation number		
Requiring Authority	NZR	New Zealand Railways Corporation
Legacy Plan designation notation	Auckland Isthmus: G08-05 Railway Purposes, Avondale Southdown Line	
Purpose of designation	Railway Purposes: Avondale Southdown 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.
Description	Railway Purposes: Avondale Southdown Line	Avondale Southdown Line
Location	Various – as per GIS data and plans	
Legal description	Various – as per GIS data and plans	
Status of designation	Not given effect to.	
Rollover designation	Yes	
Lapse date	1 November 2015	12 years from inclusion of the designation in the District Unitary Plan
Map reference		

Conditions to be retained:

1. G0805 That prior to implementation of the designation an assessment of environmental effects be undertaken to determine effects the works will have on the environment and the most appropriate means of mitigating these effects.

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
T:\Property\5 RMA\2012\Plan Reviews & Changes\Auckland Unitary Plan\Designations\Designation sheets

2. G0805 That a landscape plan be submitted for approval to the Council at the time of detailed design including fencing and planting which will be implemented at the boundary of the line with all land zoned residential and open space to minimise noise effects and provide screening.
3. G0805 That vehicle access along New North Road, Richardson Road, May Road, Dominion Road, Hayr Road, Hillsborough Road, Queenstown Road, Pleasant Street, Symonds Street, Forbes Street, Normans Hill Road, Quadrant Road, Hill Street, Selwyn Street, Onehunga Mall, Galway Street, Spring Street, Victoria Street and Alfred Street be maintained when construction is completed. All crossings to be grade separated, with the exception of local roads.
4. G0805 The short term construction effects including noise, visual effects and dust be reduced through appropriate construction methods.
5. G0805 The term for this designation shall be 12 years from the inclusion of the designation in the District Plan.
6. G0805 Unless lapsed prior to 15 June 2010; the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

Attachments: None

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
T:\Property\5 RMA\2012\Plan Reviews & Changes\Auckland Unitary Plan\Designations\Designation sheets



21 June 2012

To: Chief Executive
 Auckland Council
 Private Bag 92300
 Auckland 1142
 Attention: Penny Pirrit

Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991

Pursuant to Clause 4 of the First Schedule of the Resource Management Act 1991, the New Zealand Railways Corporation (KiwiRail) gives notice of its requirement for Auckland Council to include the designation specified below within the Proposed Auckland Unitary Plan.

I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Auckland Isthmus: B09-06 Railway Purposes, Newmarket Branch Railway & North Auckland Railway Auckland Central Area: Designation282 Railway Purposes (Auckland Railway Station & Railway)
Modification Proposed	No
Alteration/Correction Required <i>(under clause 16(2), First Schedule of the RMA 1991)</i>	Yes
Corrections	<ol style="list-style-type: none"> 1. Update the legal name of the requiring authority to the New Zealand Railways Corporation in accordance with section 167 of the RMA. 2. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network. 3. Identification of the gazetted railway line as the descriptor of the designation. 4. Delete lapse date conditions where designation has been given effect to and lapse date no longer applies. 5. Amendment of District Plan Maps to accurately show lawfully constructed and operational parts of the railway network. 6. Where multiple sections of a railway line designation are aggregated, geographic reference points are provided to delineate the physical extent of the legacy conditions

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed changes to the extent of the designation.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Neil Buchanan', is written in a cursive style.

Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

Newmarket Branch Railway

	Background Information	Proposed correction
Designation number		
Requiring Authority	NZR	New Zealand Railways Corporation
Legacy Plan designation notation	Auckland Isthmus: B09-06 Railway Purposes, Newmarket Branch Railway & North Auckland Railway Auckland Central Area: Designation 282 Railway Purposes (Auckland Railway Station & Railway)	
Operative Plan designation purpose	Railway purposes	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.
Location	various	
Description	various	Newmarket Branch Railway
Legal description	Various – as per GIS data and plans	
Status of designation	Given effect to	
Rollover designation	Yes	
Lapse date	Not applicable – designation has been given effect to	
Map reference		
Conditions		Removal of condition applying to the expiry date of legacy designation B09-06.

Conditions to be retained:

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
T:\Property\5 RMA\2012\Plan Reviews & Changes\Auckland Unitary Plan\Designations\Designation sheets

Between points X: 1,758,321.043m Y: 5,920,188.314m and X 1,758,597.328m Y: 5,920,477.525m⁴

1. D282 With exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6 metres above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in the Diagram 282.
2. D282 Development of the temporary station site shall comply with the underlying development controls.

Between points X: 1,758,651.726m Y: 5,918,459.655m and X: 1,758,321.043m Y: 5,920,188.314m⁵

3. B0906 Where the Parnell Tunnel passes under the following properties; the designation applies to the subsoil space only:

- Allotment 57, Section 3 Suburbs of Auckland,
- Survey Office Plan 47222
- Section 1, SO 62979
- Lot 1, DP 150385
- Part Lot 1, DP 138824
- Lot 2, DP 20720.

4. B0906 For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B09-06(1).
5. B0906 Where the Parnell Tunnel passes under Domain Drive and Parnell Road the designation applies to subsoil space only. The location of these roads in relation to the tunnel and the strata nature of the designation is illustrated in Diagram B09-06(1).
6. B0906 No buildings and structures shall be located in the designation area on the Domain (see diagram B09-06(2)) except for any enabling works required for the construction of the Parnell Railway Station and its associated structures (including platforms and pedestrian connections such as over bridges, underpasses, footpaths and gantry structures within the station vicinity).

⁴ NZTM2000 is formally defined in the LINZ standard [LINZS25002 \(Standard for New Zealand Geodetic Datum 2000 Projections\)](#).

⁵ NZTM2000 is formally defined in the LINZ standard [LINZS25002 \(Standard for New Zealand Geodetic Datum 2000 Projections\)](#).

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7. B0906 Detailed designs and plans shall be prepared prior to commencement of works to mitigate the adverse visual and amenity effects of the soil nail retaining walls and batter slopes in the proposed alteration to the designation. The details shall include:
 - a. Batter slope treatment and planting details
 - b. Soil nail retaining wall details including visual relief and treatment to minimise their visual impact and to integrate into the surrounding landform and vegetated characteristics of the Auckland Domain. The use of MacMatR or similar softening techniques should be investigated to minimise their visual impact.
8. B0906 Detailed landscape mitigation planting plans shall be prepared by a Registered Landscape Architect to mitigate the adverse visual and amenity effects of the Auckland Domain vegetation removal. The plans shall have input from an ecologist and interested iwi groups and be submitted for approval to the Parks, Sport and Recreation Manager. The landscape plans should seek to retain the largest and structurally sound trees which are to be indicated on the plans.
9. B0906 The plans shall include:
 - Detailed landscape planting plans with tree and plant species, sizes and spacing
 - Landscape specifications
 - Implementation and maintenance programme
10. B0906 Detailed plans and cross sections of the proposed pedestrian underpass, showing the exact location and visual perspectives of the proposed underpass and reinstatement of the existing underpass, shall be approved by the Parks, Sport and Recreation Manager prior to commencement of works, if the outline plan of works is waived. The pedestrian access path should be designed and aligned to minimise any adverse effects on the existing vegetation within the Domain land, including the Puriri tree in close proximity to the proposed underpass. A Crime Prevention Through Environmental Design (CPTED) assessment shall be undertaken of the pedestrian underpass to minimise threats to personal safety.

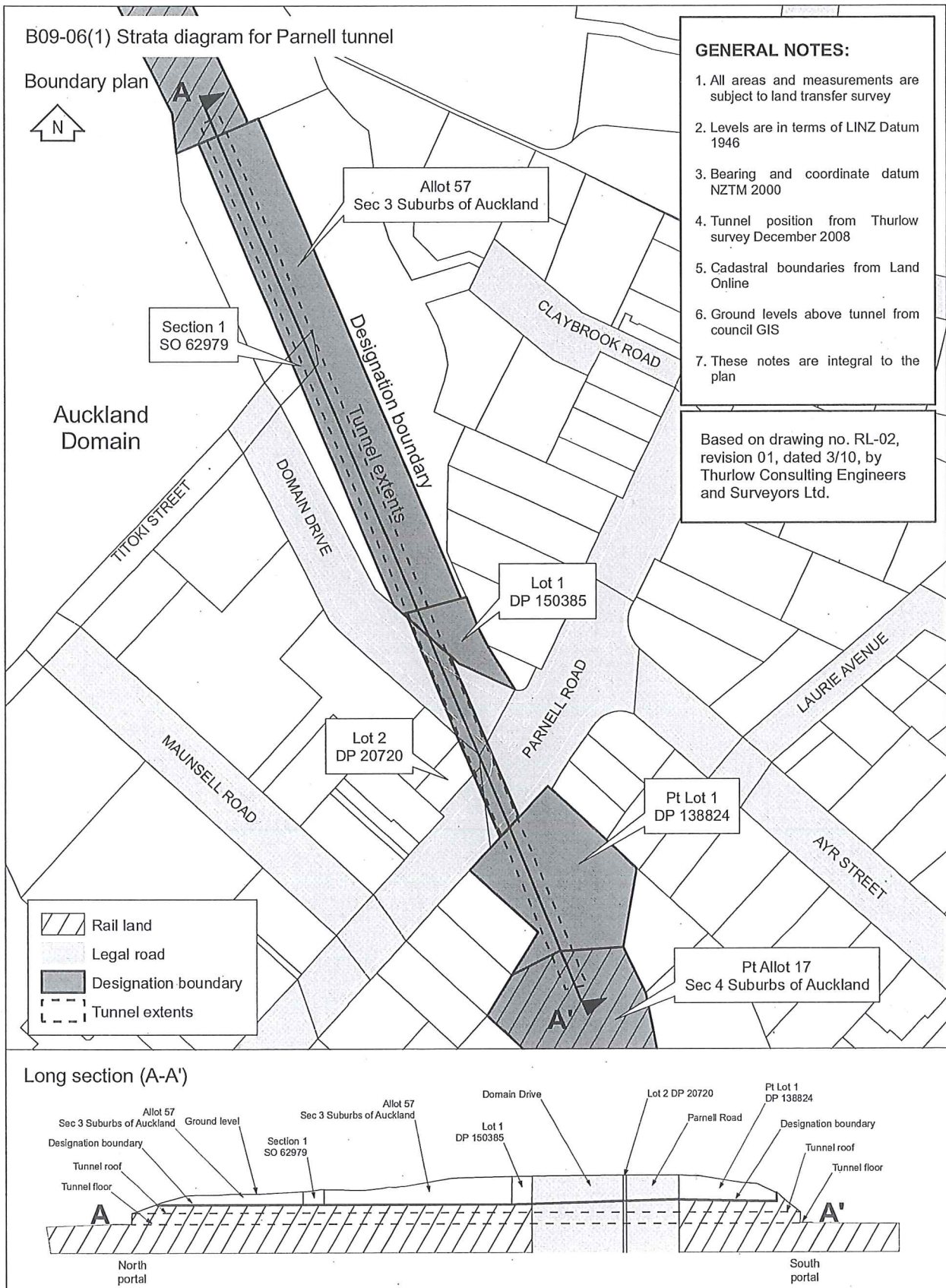
B0906 Advice note: The New Zealand Historic Places Trust Accidental Discovery Protocol be adopted by all contractors working on site.

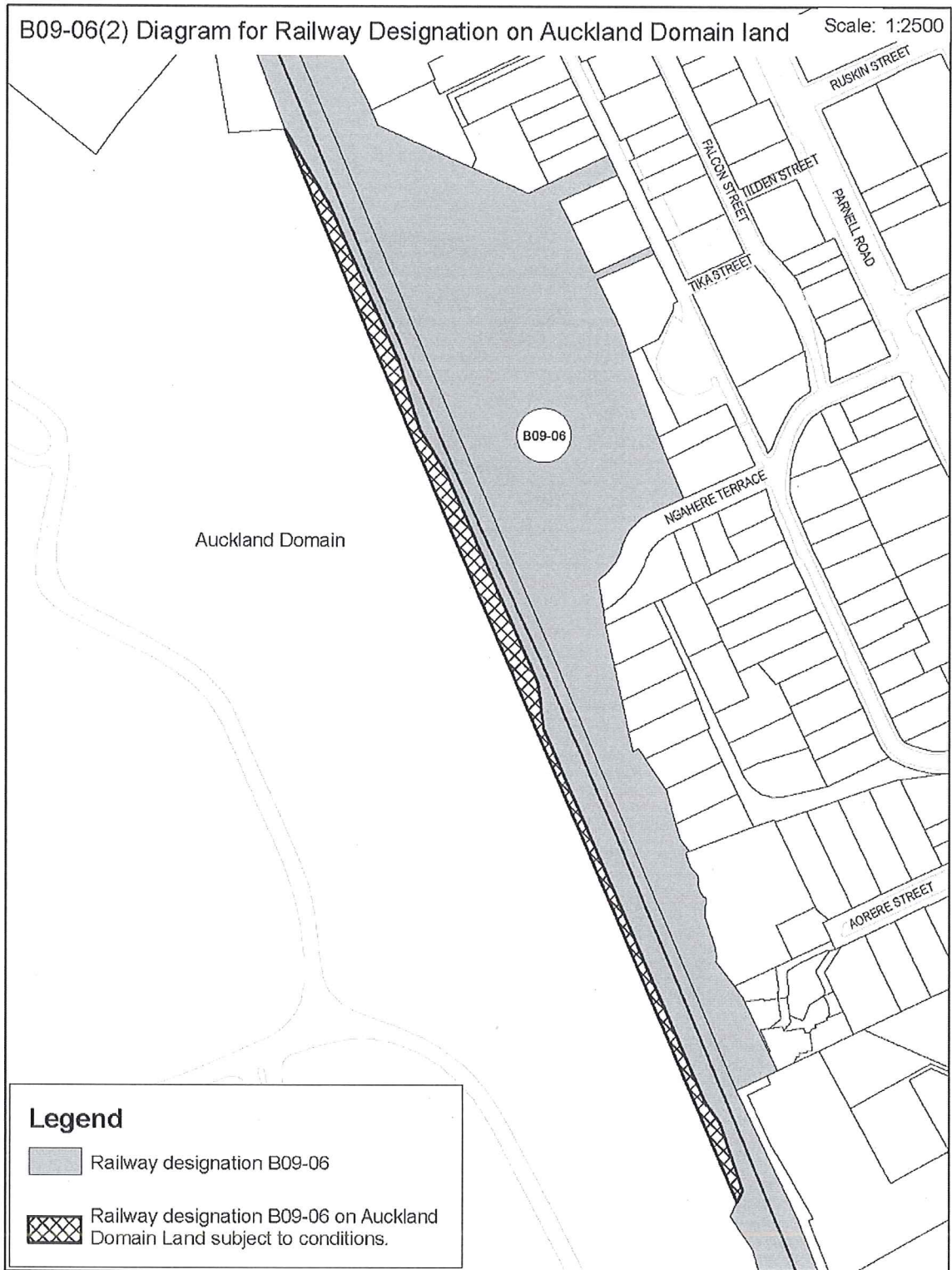
Attachments: Diagram B09-06(1) Strata Diagram for Parnell Tunnel and Diagram B09-06(2) Diagram for Railway Designation on Auckland Domain Land.

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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APPENDIX B (PLANNING MAPS)







21 June 2012

To: Chief Executive
 Auckland Council
 Private Bag 92300
 Auckland 1142
 Attention: Penny Pirrit

Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991

Pursuant to Clause 4 of the First Schedule of the Resource Management Act 1991, the New Zealand Railways Corporation (KiwiRail) gives notice of its requirement for Auckland Council to include the designation specified below within the Proposed Auckland Unitary Plan.

I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Franklin: Designation 89 North Island Main Trunk (NIMT) Railway Papakura: Designation 11 Rail Area (replaced with PC13 No 8) Manukau: Designation 230 Railway Purposes Auckland Isthmus: B10-05 Railway Purposes, North Island Main Trunk Railway Auckland Central Area: Designation 282 Railway Purposes (Auckland Railway Station & Railway)
Modification Proposed	No
Alteration/Correction Required <i>(under clause 16(2), First Schedule of the RMA 1991)</i>	Yes
Corrections	<ol style="list-style-type: none"> 1. Update the legal name of the requiring authority to the New Zealand Railways Corporation in accordance with section 167 of the RMA. 2. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network. 3. Identification of the gazetted railway line as the descriptor of the designation. 4. Delete lapse date conditions where designation has been given effect to and lapse date no longer applies. 5. Amendment of District Plan Maps to accurately show lawfully

	constructed and operational parts of the railway network. 6. Where multiple sections of a railway line designation are aggregated, geographic reference points are provided to delineate the physical extent of the legacy conditions
--	--

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed extent of the designation.

Yours faithfully



Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

North Island Main Trunk

	Background information	Proposed correction
Designation number		
Requiring Authority	Various	New Zealand Railways Corporation
Legacy Plan designation notation	Franklin: Designation 89 North Island Main Trunk (NIMT) Railway Papakura: Designation 11 Rail Area (replaced with PC13 No 8) Manukau: Designation 230 Railway Purposes Auckland Isthmus: B10-05 Railway Purposes, North Island Main Trunk Railway Auckland Central Area: Designation 282 Railway Purposes (Auckland Railway Station & Railway)	
Operative Plan(s) designation purpose	Various	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.
Description	Various	North Island Main Trunk
Location	Various – as per GIS data and plans	
Legal description	Various – as per GIS data and plans	
Status of designation	Given effect to	
Rollover designation	Yes	
Lapse date	Not applicable – designation has been given effect to	
Map reference		
Conditions		Removal of one condition applying to the expiry date of legacy designation B10-05

Conditions to be retained:

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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Between points X: 1,758,983.051m Y: 5,920,480.938m and X: 1,757,893.28m Y 5,920,853.469m²

1. 282. With exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6 metres above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in the Diagram 282.

2. 282. Development of the temporary station site shall comply with the underlying development controls.

Between points X: 1,763,282.256m Y: 5,909,226.484m and X: 1,758,983.051m Y: 5,920,480.938m³

3. B10-05 Any activity on land within the defined Tamaki Drive Scenic Way (Map Reference B10-08) shall comply with the Auckland City Design Guidelines Tamaki Drive.

4. B10-05 The geological feature which is scheduled in the District Plan (Map Reference D12-04) shall not be excavated, physically investigated, damaged, or altered, other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991.

5. B10-05 Where the Purewa Tunnel passes under the following properties; the designation applies to subsoil space only:

- Lot 416, DP 41185
- Lot 1, DP 74916
- Lot 2, DP 74916
- Part Lot 2, DP 40127
- Part Lot 1, DP 40127
- Part Lot 22, DP 18321
- Part Lot 19, DP 18321

For these properties, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on the certificates of title. The location of these properties and the strata nature of the designation is illustrated in Diagram B10-05(1).

² NZTM2000 is formally defined in the LINZ standard [LINZS25002 \(Standard for New Zealand Geodetic Datum 2000 Projections\)](#).

³ NZTM2000 is formally defined in the LINZ standard [LINZS25002 \(Standard for New Zealand Geodetic Datum 2000 Projections\)](#).

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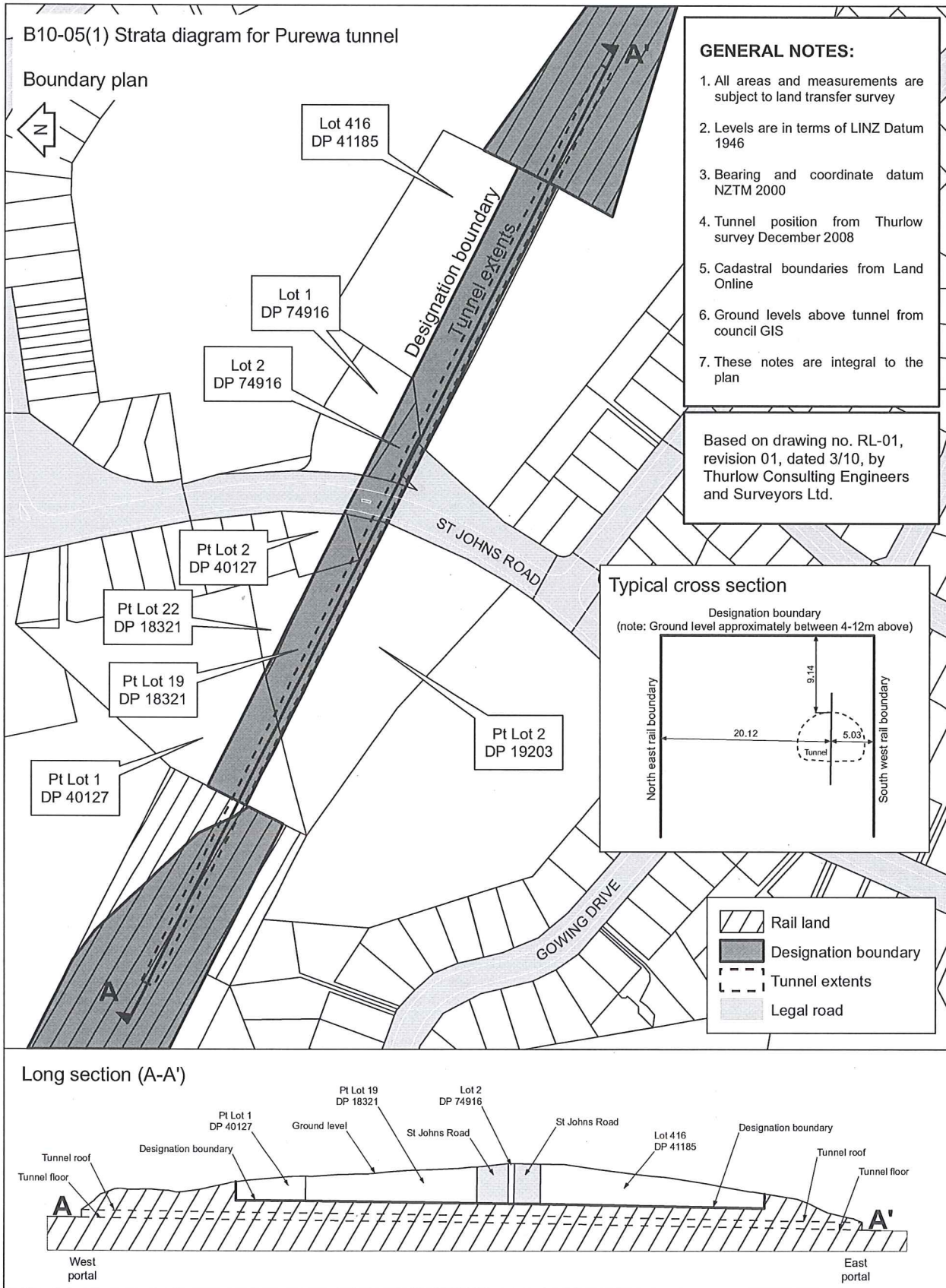
6. B10-05 Where the Purewa Tunnel passes under St Johns Road, the extent of the designation is limited to the subsoil space owned by the requiring authority and recorded on Survey Office Plan 22701. The location of this road in relation to the tunnel and the strata nature of the designation are illustrated in Diagram B10-05(1).

Attachments: Diagram B10-05(1) Strata Diagram for Purewa Tunnel

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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APPENDIX B (PLANNING MAPS)





21 June 2012

To: Chief Executive
 Auckland Council
 Private Bag 92300
 Auckland 1142
 Attention: Penny Pirrit

Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991

Pursuant to Clause 4 of the First Schedule of the Resource Management Act 1991, the New Zealand Railways Corporation (KiwiRail) gives notice of its requirement for Auckland Council to include the designation specified below within the Proposed Auckland Unitary Plan.

I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Auckland Isthmus: H13-09 Railway Purposes, North Auckland Railway Auckland Isthmus: B09-06 Railway Purposes, Newmarket Branch Railway & North Auckland Railway Waitakere: NZR1 Railway line from New Lynn to Waitakere township Rodney: Designation 501 Railway Purposes
Modification Proposed	No
Alteration/Correction Required (<i>under clause 16(2), First Schedule of the RMA 1991</i>)	Yes
Corrections	<ol style="list-style-type: none"> 1. Update the legal name of the requiring authority to the New Zealand Railways Corporation in accordance with section 167 of the RMA. 2. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network. 3. Identification of the gazetted railway line as the descriptor of the designation. 4. Delete lapse date conditions where designation has been given effect to and lapse date no longer applies. 5. Amendment of District Plan Maps to accurately show lawfully constructed and operational parts of the railway network. 6. Where multiple sections of a railway line designation are aggregated, geographic reference points are provided to delineate the physical extent of the legacy conditions

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed extent of the designation.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'N Buchanan', is written in a cursive style.

Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

North Auckland Line

	Background information	Proposed correction
Designation number		
Requiring Authority	Various	New Zealand Railways Corporation
Legacy Plan designation notation(s)	Auckland Isthmus: H13-09 Railway Purposes, North Auckland Railway Auckland Isthmus: B09-06 Railway Purposes, Newmarket Branch Railway & North Auckland Railway Waitakere: NZR1 Railway line from New Lynn to Waitakere township Rodney: Designation 501 Railway Purposes	
Operative Plan designation purpose	Various	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.
Description	Various	North Auckland Line
Location	Various – as per GIS data and plans	
Legal description	Various – as per GIS data and plans	
Status of designation	Given effect to	
Rollover designation	Yes	
Lapse date	Not applicable – designation has been given effect to	
Map reference		
Conditions		Removal of one condition applying to the expiry date of legacy designation H1309

Conditions to be retained:

1. B0906 See Diagram B09-06 for strata diagram for land adjacent to Broadway, Newmarket
2. H13-09 No additions or alterations shall be made to the building scheduled in the District Plan (Map Reference E10-23 Remuera Railway Station and Signal Box) other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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Resource Management Act 1991. This provision shall also apply to the interior of the building and the site surrounds as dimensioned in the Plan.

Between points X: 1,750,777.116m Y: 5,914,020.693m and X: 1,737,958.656m Y: 5,921,597.470m¹ the following conditions apply:

3. NZR1 Where an outline plan of works is submitted in accordance with s176A of the Resource Management Act 1991, prior to commencing the project or work, that plan shall be accompanied by:
 - (a) a statement outlining the District Plan objectives and policies relevant to the works proposed; and
 - (b) an assessment of the effects the works described in the outline plan will have on the environment.

Explanation

While it is accepted that the project works will be (or should be) in accordance with the designated purpose, the Council will wish to address the relevant objectives and policies of the Plan and be assured that the works will not adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist in determining whether to request changes.

4. NZR1 Appropriate sedimentation and erosion control measures shall be employed for any new earthworks on the designated site.

Explanation

The District Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 2. Note that major earthworks may require consent from the Regional Council.

Attachments: Diagram B09-06

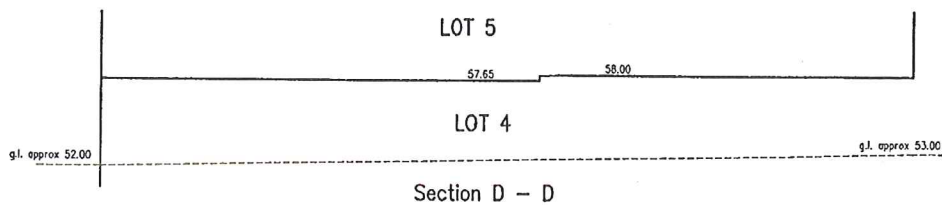
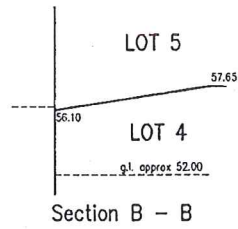
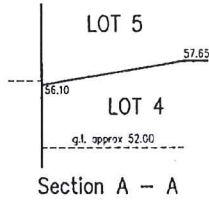
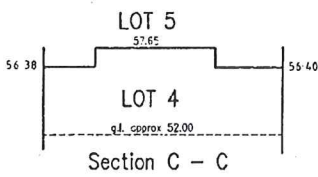
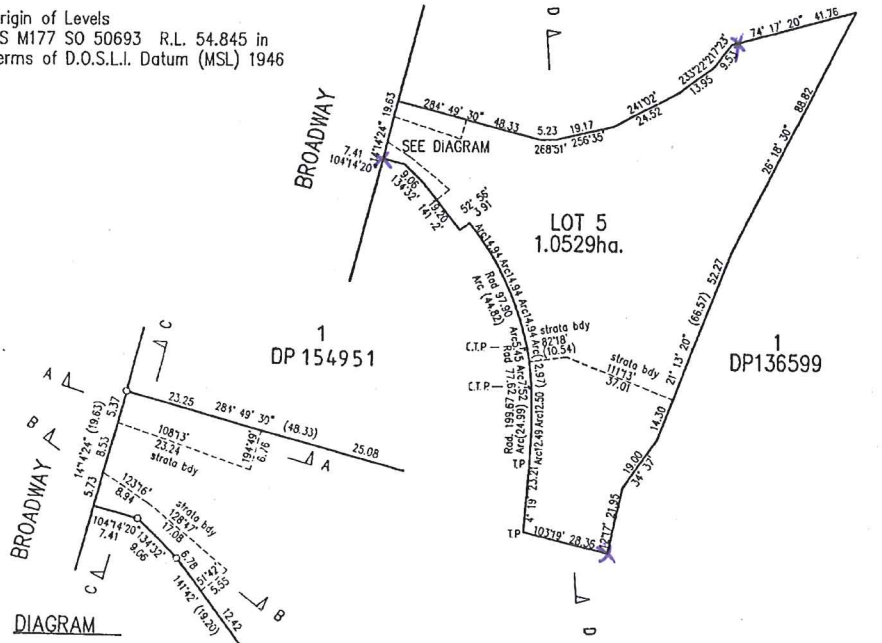
¹ NZTM2000 is formally defined in the LINZ standard [LINZS25002 \(Standard for New Zealand Geodetic Datum 2000 Projections\)](#).
21/06/2012

**B09-06 Railway Purposes, Newmarket Branch Railway and North Auckland Railway
(Refer Planning Map 2, Sheet D09 for location of affected land)**

Explanation
 Designation for "Railway Purposes" is removed from the upper strata title shown here as Lot 5 DP 156885 but remains on the strata shown as Lot 4. This diagram is based on sheet 3 of DP 156885 by Connell Wagner Surveyors.

Heights shown are in terms of mean sea level (D.O.S.L.I. datum)

Origin of Levels
 SS M177 SO 50693 R.L. 54.845 in
 terms of D.O.S.L.I. Datum (MSL) 1946





21 June 2012

To: Chief Executive
Auckland Council
Private Bag 92300
Auckland 1142
Attention: Penny Pirrit

Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991

Pursuant to Clause 4 of the First Schedule of the Resource Management Act 1991, the New Zealand Railways Corporation (KiwiRail) gives notice of its requirement for Auckland Council to include the designation specified below within the Proposed Auckland Unitary Plan.

I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Franklin: Designation 90 Mission Bush Railway
Modification Proposed	No
Alteration/Correction Required (<i>under clause 16(2), First Schedule of the RMA 1991</i>)	Yes
Corrections	<ol style="list-style-type: none">1. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network.2. Amendment of District Plan Maps to accurately show lawfully constructed and operational parts of the railway network.

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed extent of the designation.

Yours faithfully

Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

Mission Bush Branch Railway

	Background information	Proposed correction
Designation number		
Requiring Authority	New Zealand Railways Corporation	
Legacy Plan designation notation	Franklin: Designation 90 Mission Bush Railway	
Operative Plan designation purpose	Railway	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.
Location	Various – as per GIS data and plans	
Description	Mission Bush Railway	
Legal description	Various – as per GIS data and plans	
Status of designation	Given effect to	
Rollover designation	Yes	
Lapse date	Not applicable – designation has been given effect to	
Map reference		

Conditions relating to this designation: None

Attachments: None

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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21 June 2012

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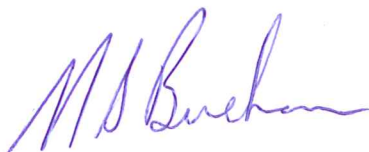
I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Auckland Isthmus: H11-11 Auckland Freight Centre, Neilson Street vicinity
Modification Proposed	No
Alteration/Correction Required (<i>under clause 16(2), First Schedule of the RMA 1991</i>)	Yes
Corrections	<ol style="list-style-type: none">1. Update the legal name of the requiring authority to the New Zealand Railways Corporation in accordance with section 167 of the RMA.2. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network.3. Change the description of the designation to reflect rail-based freight activity.4. Amendment of District Plan Maps to accurately show lawfully constructed and operational parts of the railway network i.e. The designation boundary has been retracted from the CMA.

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed extent of the designation.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Neil Buchanan', is written in a cursive style.

Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

Southdown Freight Terminal

	Background information	Proposed correction
Designation number		
Requiring Authority	NZR	New Zealand Railways Corporation
Legacy Plan designation notation	Auckland Isthmus: H11-11 Auckland Freight Centre, Neilson Street vicinity	
Operative Plan designation purpose	Auckland Freight Centre, Neilson Street vicinity	Southdown Rail Freight Terminal: 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.
Location	Various	
Description	Southdown Freight Terminal	Southdown Freight Terminal
Legal description	Various – as per GIS data and plans	
Status of designation	Given effect to	
Rollover designation	Yes	
Lapse date	Not applicable – designation has been given effect to	
Map reference		

Conditions relating to this designation: None

Attachments: None

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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21 June 2012

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Auckland Council
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Auckland 1142
Attention: Penny Pirrit

Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991

Pursuant to Clause 4 of the First Schedule of the Resource Management Act 1991, the New Zealand Railways Corporation (KiwiRail) gives notice of its requirement for Auckland Council to include the designation specified below within the Proposed Auckland Unitary Plan.

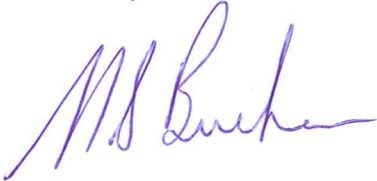
I confirm this notice is provided by the New Zealand Railways Corporation as a Requiring Authority under Section 166 of the Resource Management Act 1991.

Designation Number	Auckland Isthmus: G12-07 Railway Purposes, Onehunga Branch Railway
Modification Proposed	No
Alteration/Correction Required (<i>under clause 16(2), First Schedule of the RMA 1991</i>)	Yes
Corrections	<ol style="list-style-type: none">1. Update the legal name of the requiring authority to the New Zealand Railways Corporation in accordance with section 167 of the RMA.2. Clear and consistent stating of the purpose of the designation to reflect the functional operation of the railway network.3. Delete lapse date conditions where designation has been given effect to and lapse date no longer applies.4. Amendment of District Plan Maps to accurately show lawfully constructed and operational parts of the railway network.

Attached are:

1. A schedule which details the proposed corrections to the text.
2. Maps showing proposed extent of the designation.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Neil Buchanan', written in a cursive style.

Neil Buchanan
General Manager, Property
New Zealand Railways Corporation (KiwiRail)

Onehunga Branch Railway

	Background information	Proposed correction
Designation number		
Requiring Authority	NZR	New Zealand Railways Corporation
Legacy Plan designation notation	Auckland Isthmus: G12-07 Railway Purposes, Onehunga Branch Railway	
Operative Plan designation purpose	Railway Purposes, Onehunga Branch Railway	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.
Location	various	
Description	Onehunga Branch Railway	
Legal description	Various – as per GIS data and plans	
Status of designation	Given effect to	
Rollover designation	Yes	
Lapse date	Not applicable – designation has been given effect to	
Map reference		
Conditions		Removal of condition applying to the expiry date of legacy designation G12-07.

Conditions relating to this designation: None

Attachments: None

21/06/2012

Auckland Unitary Plan, KiwiRail designations: Attachment to Written Notice under the First Schedule, Clause 4 of the Resource Management Act 1991
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