

Watercare Services Limited

PART 3 - QUEEN STREET WASTEWATER ALIGNMENT **APPLICATION TO CHANGE CONDITIONS (S127 RMA)**

ASSESSMENT OF ENVIRONMENTAL EFFECTS

W-SL001





PART 3 - QUEEN STREET WASTEWATER ALIGNMENT
ASSESSMENT OF ENVIRONMENTAL EFFECTS

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0.5	10/06/24	50% Review R. Hanrahan	H. Fernandes-Burnard	Draft
1	26/06/2024	E. Ireland	A. Simpson	Draft
2	15/07/2024	E. Ireland	A. Simpson	Draft

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TABLE OF CONTENTS

	GLOSSARY AND ABBREVIATIONS.....	III
1	INTRODUCTION.....	1
1.1	CHANGE OF CONDITIONS.....	1
1.2	SUPPORTING TECHNICAL INFORMATION	2
1.3	APPLICANT AND PROPERTY DETAILS	3
2	EXISTING ENVIRONMENT.....	4
3	DESCRIPTION OF THE APPROVED WORKS AND PROPOSED CHANGES	5
3.1	APPROVED WORKS	5
3.1.1	CONSTRUCTION METHODOLOGY	6
3.2	PROPOSED CHANGES.....	6
3.2.1	VICTORIA SHAFT.....	7
3.2.2	WELLESLEY SHAFT	10
3.2.3	OPEN-CUT PIPE LAYING FOR LAYING LOCAL CONNECTIONS	11
3.2.4	MAYORAL SHAFT	12
3.2.5	GREYS AVENUE CSA	13
3.2.6	PROPOSED EARTHWORKS FOR THE PROJECT	14
3.2.7	GROUNDWATER MONITORING	15
3.3	PROPOSED CHANGE TO CONDITION (S.127 RMA).....	15
4	CONSULTATION AND APPROVALS	19
4.1	AUCKLAND TRANSPORT	19
4.2	MANA WHENUA.....	19
5	ASSESSMENT OF ENVIRONMENTAL EFFECTS.....	21
5.1	RECEIVING ENVIRONMENT & EFFECTS NOT ASSESSED.....	21
5.2	POSITIVE EFFECTS.....	22
5.3	GROUNDWATER DRAWDOWN AND SETTLEMENT EFFECTS	23

5.4	CONSTRUCTION NOISE AND VIBRATION EFFECTS	24
5.5	TRAFFIC EFFECTS.....	25
5.6	BUILT HERITAGE EFFECTS	26
5.7	OVERALL ASSESSMENT OF EFFECTS	26
6	AFFECTED PARTIES AND NOTIFICATION ASSESSMENT	27
6.1	SECTION 127(4)	27
6.2	SECTION 95A – DETERMINING PUBLIC NOTIFICATION	27
6.3	SECTION 95B – DETERMINING LIMITED NOTIFICATION	29
6.4	SUMMARY OF NOTIFICATION	31
7	STATUTORY ASSESSMENT	32
7.1	RMA ASSESSMENT	32
7.1.1	SECTION 127	32
7.1.2	SECTION 104.....	32
7.1.3	PART 2 CONSIDERATIONS	33
7.2	NATIONAL POLICY	33
7.2.1	NPS ON URBAN DEVELOPMENT 2020	33
7.3	AUCKLAND REGIONAL POLICY STATEMENT	33
7.4	RELEVANT AUP OBJECTIVES AND POLICIES ..	34
8	CONCLUSIONS.....	35
9	LIMITATIONS.....	36

GLOSSARY AND ABBREVIATIONS

Council	Auckland Council
AEE	Assessment of Environmental Effects
AT	Auckland Transport
AUP	Auckland Unitary Plan (Operative in Part)
CNVA	Construction Noise and Vibration Assessment
CNVMP	Construction Noise and Vibration Management Plan
CSA	Construction Support Area
CTMP	Construction Traffic Management Plan
FH	Fulton Hogan
GSMCP	Groundwater Settlement Monitoring and Contingency Plan
mTMB	Micro-Tunnel Boring Machine
NPS-UD	National Environmental Policy on Urban Development (2020)
OMS	Orakei Main Sewer
RMA	Resource Management Act
RPS	Regional Policy Statement
TIA	Traffic Impact Assessment
Watercare	Watercare Services Limited
WSP	WSP New Zealand Limited

1 INTRODUCTION

Watercare Services Limited ('Watercare') are proposing to upgrade the existing wastewater network of the upper (southern) catchment of Auckland City Centre. The current network has insufficient capacity to meet the future needs based on increased development in the area. Shown in **Error! Reference source not found.** below, the wider programme of works has been split into separate parts for the purpose of design, consenting and construction.

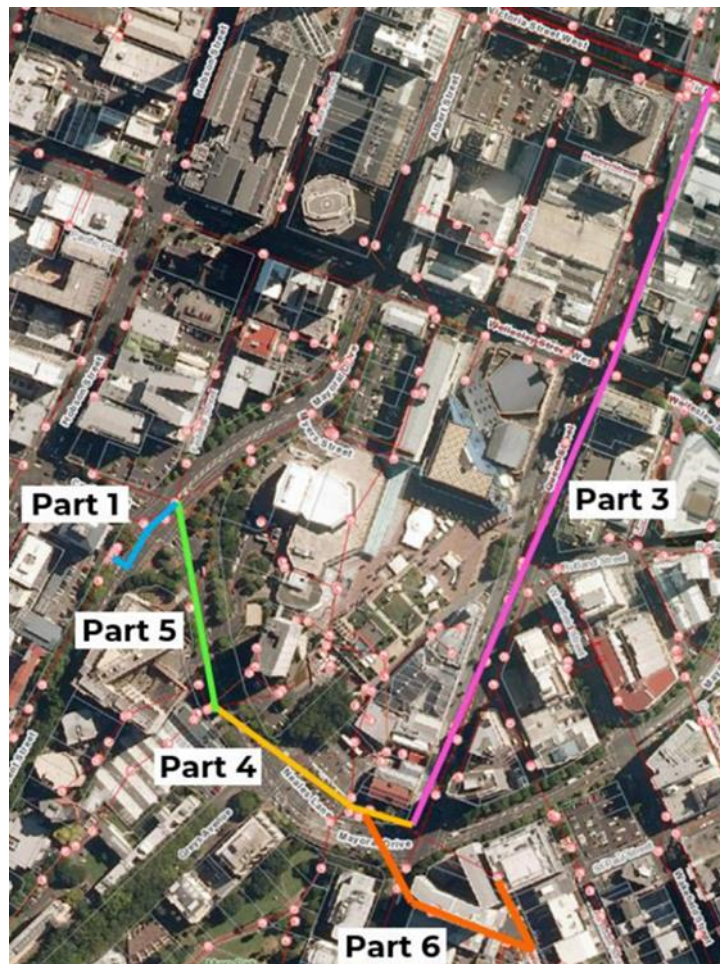


Figure 1-1: Queen Street programme of works

1.1 CHANGE OF CONDITIONS

This application relates to the change to conditions of the consent granted for **Part 3** of the programme works (resource consent BUN60422974).

The change to conditions sought relates to the design of the three construction shafts and associated construction compounds (compounds) along the alignment, as well as minor changes to the layout of the Construction Support Area ('CSA') at Greys Avenue (referenced as 'Greys Avenue CSA' hereafter). See **Appendix B** for Updated Plans.

Section 127 of the Resource Management Act (RMA) allows the holder of a resource consent to apply to a consent authority for a change or cancellation of a condition.

Watercare is seeking an amendment to Condition 1, Condition 54(f), and Condition 62(Schedule C) of BUN60442974. As a complete assessment of environmental effects has been provided to Auckland Council ('Council') within the previous application, this document focuses solely on the potential effects of the proposed condition changes.

Condition 1 references all the documents, drawings, and supporting information submitted with the approved application. As the updates to the three construction shafts and associated compounds and CSA required changes to the relevant supporting documents referenced in Condition 1, Condition 1 is referenced as the principal change and reason for this s127 application for ease of consistency. For example, Condition 54(f) relating specifically to groundwater settlement alert levels is to be changed from the approved consent due to the wider changes in Condition 1.

The proposed change to Condition 62 which relates to groundwater level monitoring is also a response to the proposed changes to Condition 1, and the need to stage the Part 3 works with the maintenance works to re-line the Orakei Main Sewer (OMS).

In accordance with section 127(3) of the RMA, Sections 88 to 121 apply, with all necessary modifications, as if the application were an application for a resource consent for a discretionary activity; and the references to a resource consent and to the activity were references only to the change or cancellation of a condition and the effects of the change or cancellation respectively.

As such, this application is to be assessed by Auckland Council as an application for a discretionary activity.

See **Appendix C** for the set of Amended Conditions.

1.2 SUPPORTING TECHNICAL INFORMATION

To support this application for resource consent, the following technical assessments and documents have been prepared:

- Appendix A – Certificate of Title
- Appendix B – Updated Plans
- Appendix C – Amended Conditions
- Appendix D – Updated Construction Methodology
- Appendix E –
 - E1 – Groundwater Drawdown and Settlement Assessment
 - E2 – Groundwater Settlement Monitoring and Contingency Plan
- Appendix F –
 - F1 – Construction Noise and Vibration Assessment
 - F2 – Construction Noise and Vibration Management Plan
- Appendix G – Traffic Impact Assessment
- Appendix H – Built Heritage Memo
- Appendix I – Approved Consent

- Appendix J – New Written Approval Letter (AT)
- Appendix K – Mana Whenua Engagement

1.3 APPLICANT AND PROPERTY DETAILS

Applicant	Watercare Services Limited
Site Address	34 & 36-38 Greys Avenue, 329 Queen Street, Part of Queen Street, Part of Mayoral Drive, Part of Wellesley Street, Part of Victoria Street, Auckland Central
Legal Description	Road, Lot 1 DP84867 Record of Title attached as Appendix A .
Address for service	c/o Janette Yan Resource Consent Planner Strategy and Planning Watercare Services Ltd Postal Address: Private Bag 92 521 Victoria Street West, Auckland 1142 Phone: +64 21 427 895 Email: janette.yan@water.co.nz

2 EXISTING ENVIRONMENT

Shown in Figure 2-1, the wastewater pipeline is to be installed within the road reserve beneath Queen Street in Auckland's City Centre from the intersection of Queen Street and Mayoral Drive to the intersection of Queen Street and Victoria Street.

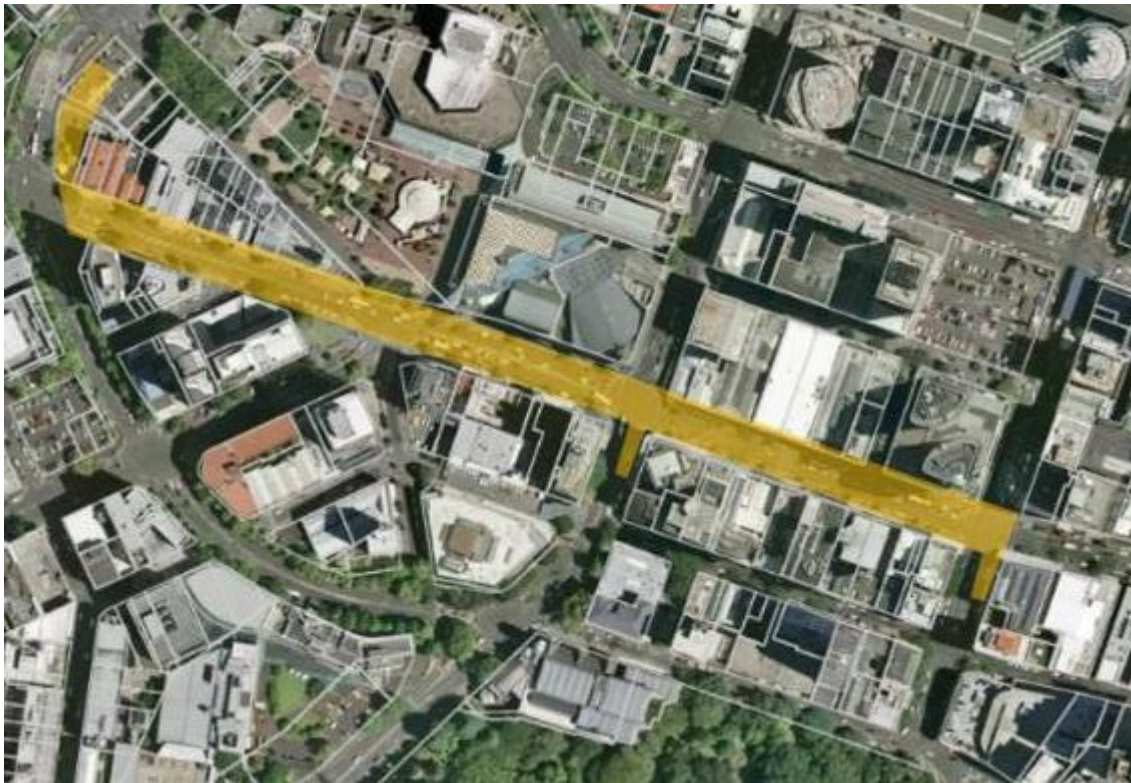


Figure 2-2: Project Area

The land use along Queen Street is a mixture of retail, commercial, hospitality, civic, and residential, and represents a highly developed urban environment. The environment in which the works will take place remains unchanged from the time of original consent lodgement. Proposed design changes relate to all three construction shafts; the Victoria Shaft, Wellesley Shaft and Mayoral Shaft, as well as the Greys Avenue CSA which occupies 329 Queen Street and 36-38 Greys Avenue.

3 DESCRIPTION OF THE APPROVED WORKS AND PROPOSED CHANGES

Under **BUN60422974**, resource consent has been granted to construct a 600m long (approx.) wastewater pipe which will service Auckland's City Centre. The approved consent also provides for the construction of three shafts to support construction and other ancillary support works.

Following approval of this consent, the design has been modified. As mentioned in section 1, the adjustments sought relate to the design of the three construction shafts and associated compounds along the alignment, as well as minor changes to the layout of CSA at Greys Avenue.

The proposed changes respond to landowner feedback, improve constructability, and provide synchronicity with the urgent maintenance works required on the OMS. While OMS relining works have influenced the change in shaft design at Victoria Street proposed under this change of condition application, a consent for the OMS relining works themselves will be sought under a separate resource consent application, if required.

3.1 APPROVED WORKS

In addition to a number of permitted activities, **BUN60422974** authorised for the following controlled, restricted discretionary and discretionary activities under the AUP:

- **E7.4.1 (A20 & A28)** Dewatering and diversion of groundwater (RD)
- **E14.4.1 (A54)** Use of a diesel generator (D)
- **D17.4.1 (A9)** Modification to features within the Historic Heritage Overlay (RD)
- **E26.10.3.1 (A150)** Infrastructure within a site (Horotiu Stream) identified on Schedule 12 of the AUP (RD)
- **E26.6.3.1 (A117)** Earthworks from 10m² to 2500m² and from 5m³ to 2500m³ within the Historic Heritage Overlay (RD)
- **E26.6.3.1 (A117)** Earthworks from 10m² to 2500m² and from 5m³ to 2500m³ within the Sites and Places of Significance to Mana Whenua Overlay (D)

3.1.1 CONSTRUCTION METHODOLOGY

A Micro Tunnel Boring Machine (mTBM) will be used to install the pipe using a trenchless methodology. The alignment of the pipeline will remain unchanged as in **Error! Reference source not found.**



Figure 3-1: Part 3 pipeline alignment

As part of the approved works, three temporary construction shafts are to be installed along the alignment to assist the progression of the mTBM. One shaft will be constructed at each of the following intersections:

- Queen Street/ Victoria Street (Victoria Shaft)
- Queen Street/ Wellesley Street (Wellesley Shaft)
- Queen Street/ Mayoral Drive (Mayoral Shaft)

Open-cut connections to the existing network will also be required at the Wellesley Shaft.

To support the works taking place, the compounds are to be set up at each of the shaft locations. In addition, a larger CSA will be set up in the car park at 34, 36-38 Greys Avenue, and 329 Queen Street, which backs onto Greys Avenue.

The proposed changes to the approved works detailed in the next section relate to each of these shafts as well as the layout of the Greys Avenue CSA. The tunnelling works remain unchanged. The construction methodology has been updated to reflect these changes and is instead referred to as the 'Construction Methodology' rather than the 'Design and Construction Statement'. These two documents are similar, with the former being updated by Fulton Hogan. See section 3.3 for condition wording change.

3.2 PROPOSED CHANGES

The following sections detail the design changes at each of the shafts as well as the proposed change in construction methodology (now secant piling) at the Wellesley Shaft. Updates to the footprints of the Victoria and Mayoral Shafts have also been provided but the general construction method remains in accordance with the method that has been approved.

3.2.1 VICTORIA SHAFT

The Victoria Shaft is to increase in dimension to now provide for entry of a relining rig which will be used to undertake maintenance (relining) on the OMS. As in Figure 3-3 the shaft design is now a noticeably more irregular shape when compared to the approved shaft design in Figure . The change will result in an increase in size from 3 m x 7.5 m to 7.4 m x 7.6 m. The proposed compound around the shaft is also a different shape than the previous design. See Figure 3-4.

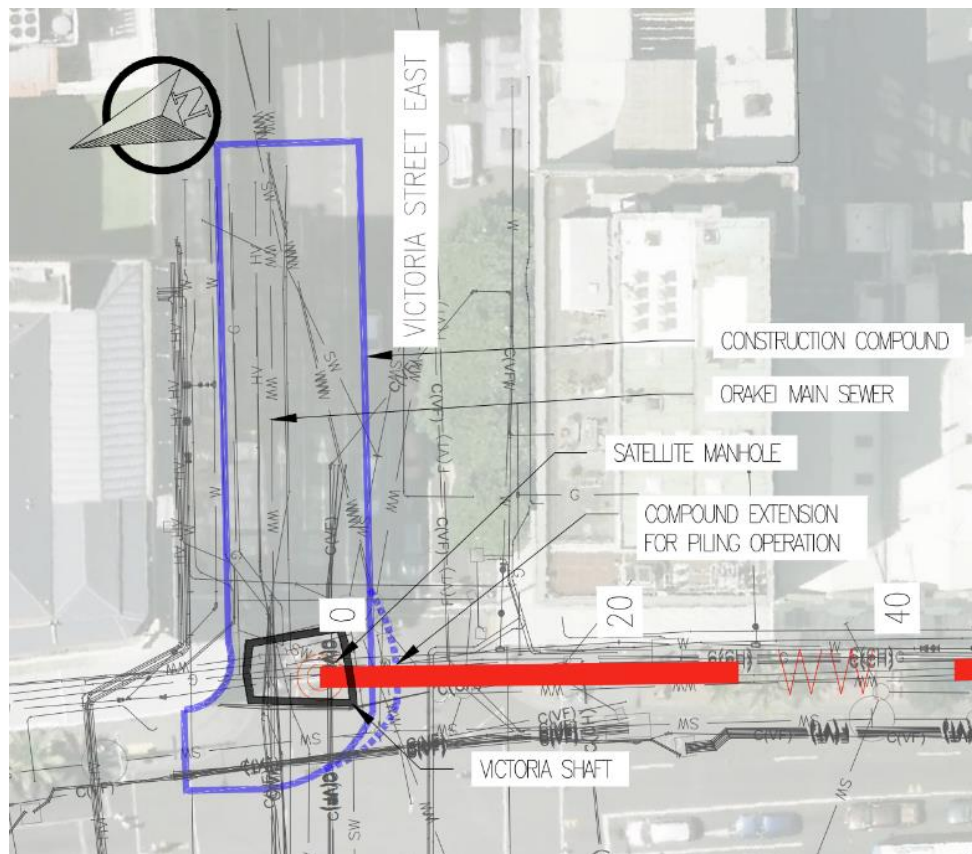


Figure 3-2: Approved footprint of Victoria Shaft as part of BUN60422974

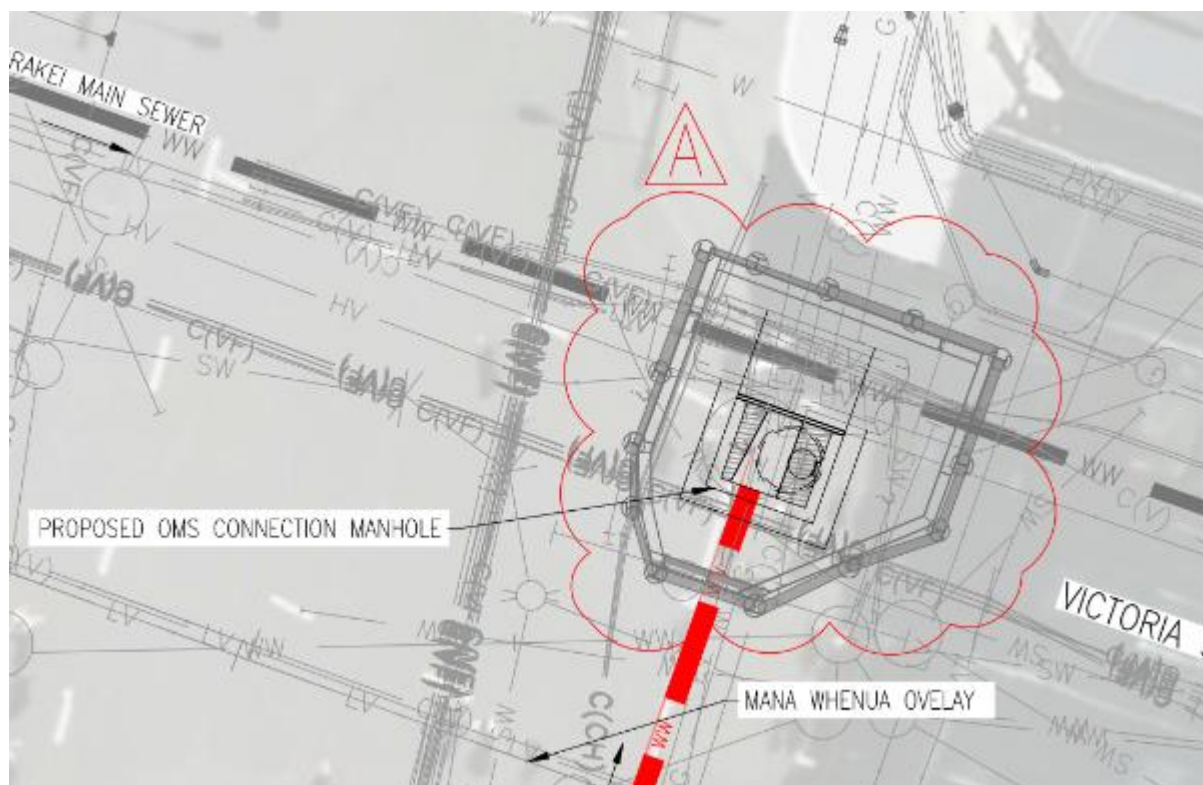


Figure 3-3: Proposed Victoria Shaft design



Figure 3-4: Proposed Victoria Shaft and compound design (blue, purple, and pink outlines)

Construction of the Victoria Shaft is expected to increase by nine weeks and now the total construction duration for the shaft is estimated to be 3-4 months (Q3 2024 to Q1 2025). This is a result of the increase in shaft size and allowance for the breaking and removal of basalt.

3.2.1.1 CONSTRUCTION METHODOLOGY

Minor updates have been made to the construction methodology for the Victoria Shaft from the approved consent BUN60422974 as part of the progression process towards the detailed design. The shaft will still be constructed using a post and panel installation technique with the general staging of works remaining the same.

Components of the construction method which differ from the approved consent include:

- Use of a 35t excavator to excavate the shaft instead of an 8t to 14t excavator. This excavator will also be used with a concrete skip to pour the OMS connection collar. A larger excavator is required because the shaft is larger than in the approved consent and the 14t excavator would be unable to reach the increased depth.
- In the discovery of basalt coring, cutting and rock splitting techniques will be used to minimise noise and vibration generation, rather than using a stitch core line of holes as originally proposed.
- The piles either side of the TBM entry and the concrete piles will need to be installed in a position which means the existing stormwater main on the southern end of the shaft will need to be sleeved, damaged, and then replaced like-for-like at the end. The reinstatement of this pipe will be executed once the shaft is backfilled. The trench will be 6m long and around 4m deep.
- A 90t mobile crane will be used to install a precast manhole once the mTBM has been removed. This crane will also be used to backfill the shaft and remove temporary works instead of an excavator as originally proposed.

3.2.2 WELLESLEY SHAFT

In order to improve constructability, the Wellesley Shaft will now be installed using a secant piling method rather than the originally proposed caisson. The shaft is to increase in size from 4 m to a 4.5 m external diameter, however, the internal diameter of 3 m will remain unchanged. The previous design of the shaft is shown Figure 3-5 below. The new proposed design is shown in Figure 3-6. **Error! Reference source not found.**

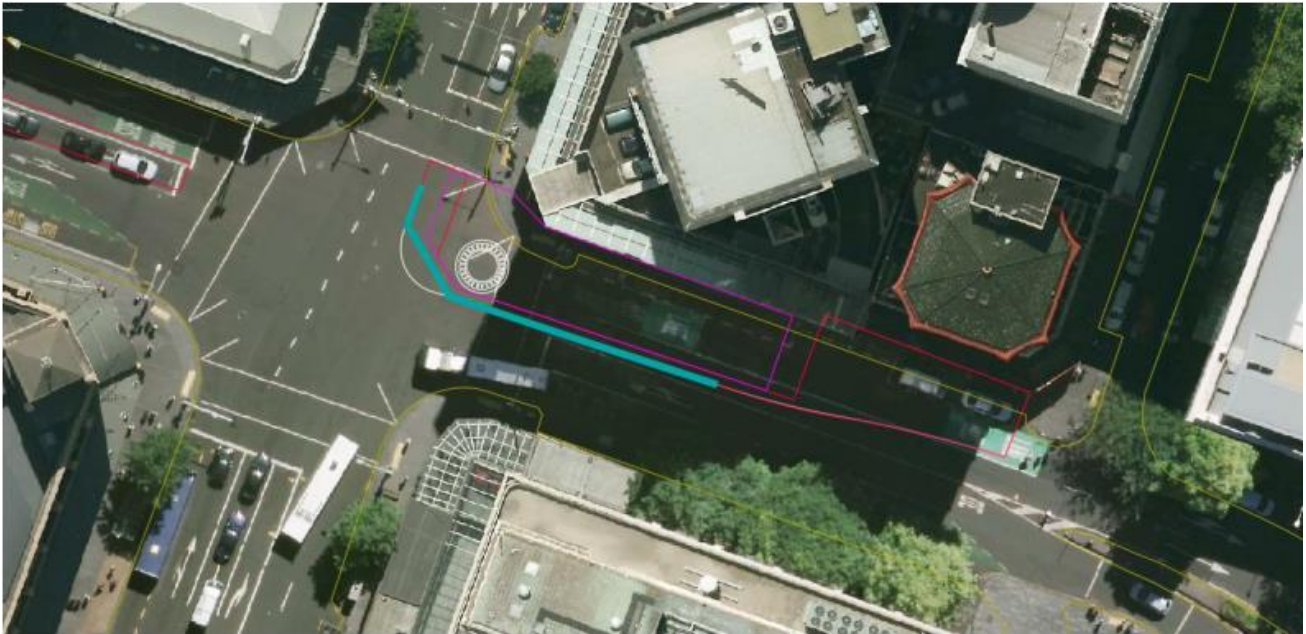


Figure 3-6: Proposed Wellesley Shaft and compound design (blue, purple, and pink outlines)

The Wellesley Shaft is expected to take 2-3 months to construct. This is the same as the approved consent, however, the start and finish dates have had to be rescheduled for later (now Q3 2024 to Q1 2025).

3.2.2.1 CONSTRUCTION METHODOLOGY

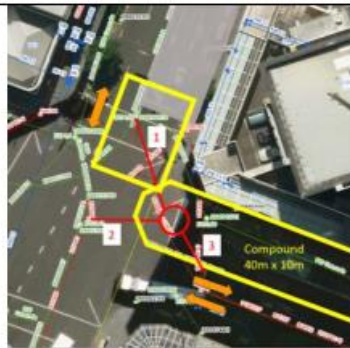


The original application involved a caisson piling method to install the Wellesley Shaft. As detailed in the updated Construction Methodology in **Appendix D**, construction of the Wellesley Shaft will now employ a secant piling method. This involves the following steps:

1. The shaft is saw cut and excavated to remove pavement layers and cast iron watermain
2. A trench is dug to remove the 4m deep redundant overflow pipe across the proposed shaft area
3. A concrete guide beam is formed to assist with managing pile placement
4. 600mm diameter secant piles are installed to 14.4 m deep.
5. The shaft is excavated using a clam shell excavator or a drill rig
6. The shaft is dewatered using a submersible pump to take water to clarifying tanks.
7. The secants are then lined with shotcrete which becomes the permanent manhole.

3.2.3 OPEN-CUT PIPE LAYING FOR LAYING LOCAL CONNECTIONS

As mentioned in the original consent, at the Wellesley Street shaft, three (3) local wastewater connections will be required via manhole and trenching methods (see the details provided in Table 3-1 below). No changes are proposed for the construction of these local connections.

Table 3-1: Location and Length of the Three Wastewater Connections

Connection 1	Connection 2	Connection 3
14.76m in length	10m in length	11.4m in length
Adjacent to the north approach on Queen Street	In the middle of the intersection	Adjacent to the east approach on Wellesley Street
		

3.2.4 MAYORAL SHAFT

Dimensions of the Mayoral Shaft are to increase in length by 1 m towards the south. The approved shaft design in

depicts a 4.5m x 10m internal shaft dimension. The updated shaft footprint in Figure 3-7 is 4.6m x 11.6m ID.

As per the approved consent, the Mayoral Shaft will be constructed using a secant piling method. Other than the 1m increase in length, no further changes are proposed to the construction of the Mayoral shaft.

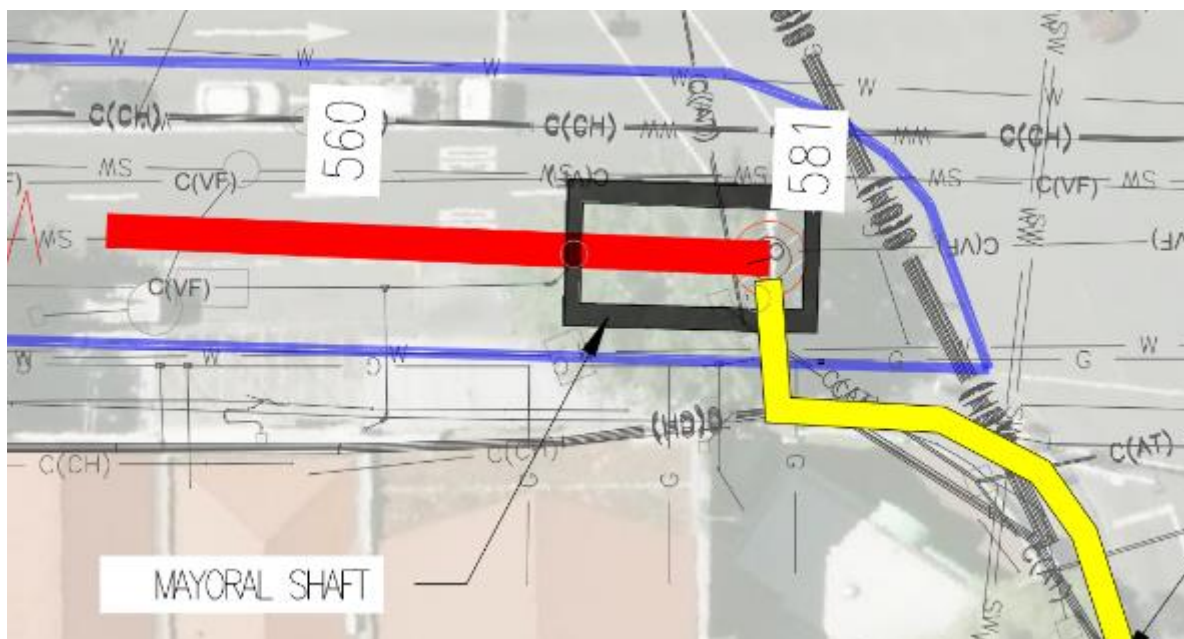


Figure 3-8: Approved Mayoral Shaft footprint

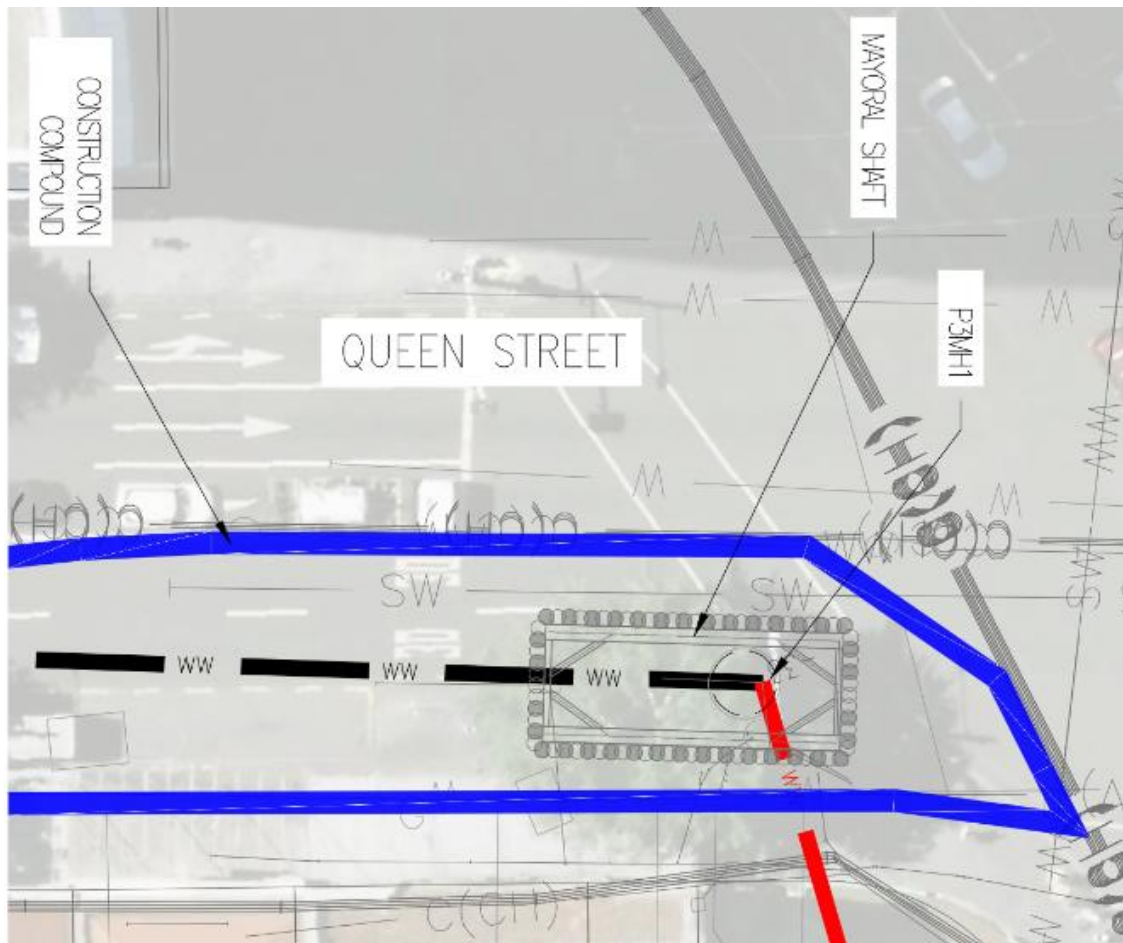


Figure 3-9: Proposed Mayoral Shaft design

3.2.5 GREYS AVENUE CSA

Following further discussions with Eke Panuku (Panuku), the landowner of the Greys Avenue CSA site, changes to the CSA layout have been proposed. Shown in Figure 3-10, adjustments to the CSA layout now provide for:

- A wheelchair accessible corridor from Aotea Square, through the Greys Avenue CSA to the Myers Park Underpass.
- Relocation of site offices to accommodate the temporary shaft consented under the P3-P4 Connector Tunnel application.

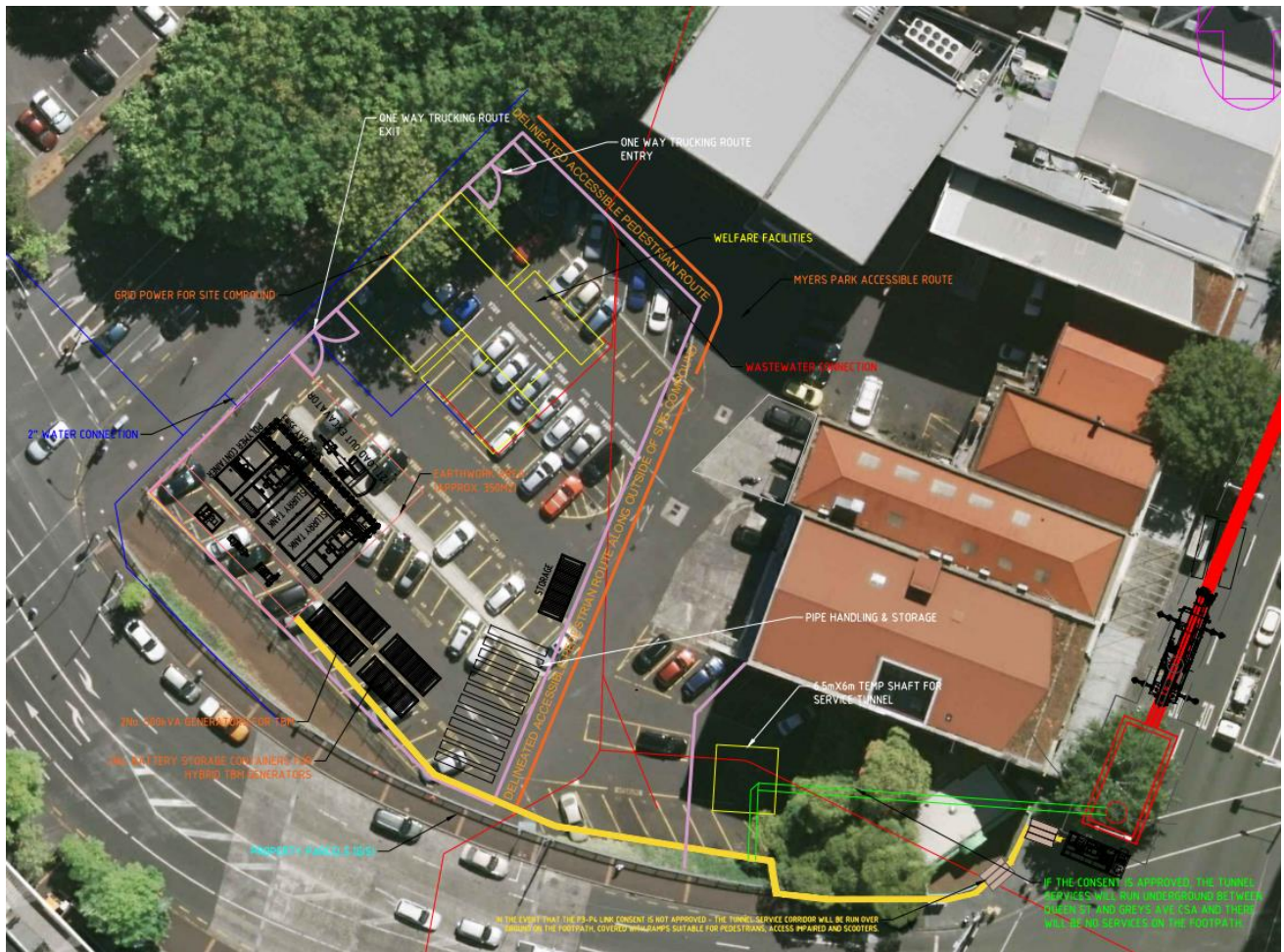


Figure 3-11: Proposed Greys Avenue CSA Layout

As shown, the bulk of the CSA will now be concentrated on the Western portion of the site, with welfare facilities now located adjacent to Greys Avenue on the western boundary. Generators will be shifted slightly further south-east.

3.2.6 PROPOSED EARTHWORKS FOR THE PROJECT

As a result of increases in shaft dimensions and/or diameters from the proposed alteration to Condition 1, there are corresponding minor increases in shaft earthwork areas and volumes. Table 3-2 compares these original and updated earthwork parameters for each shaft. Note that the proposed increase in earthworks are outside Sites and Places of Significance to Mana Whenua Overlay.

Table 3-2: Summary of earthworks required

Location	Earthworks	
	Area (m ²)	Volume (m ³)
Mayoral Drive/ Queen Street		
Approved consent	60.5	968
New proposal (S127)	75	1,100
Total increase	14.5	132
Wellesley Street/ Queen Street		
Approved consent	12.6	126
New proposal (S127)	18	165 (including minor utility relocation)
Total increase	5.4	39
Victoria Street/ Queen Street		
Approved consent	32	240
New proposal (S127)	63	500
Total increase	31	260

The earthwork volumes for the Greys Ave CSA and open-cut works are not impacted by the proposed alteration to Condition 1.

3.2.7 GROUNDWATER MONITORING

Condition 54(f)

Due to the change in shaft construction methodology for the Wellesley Street shaft (from caisson piling to secant piling), less dewatering is required at this shaft and therefore the water levels will change less. This means that the associated alert levels for settlement and movement (specifically for Groundwater Alert Levels 1 & 2 as part of condition 54(f)) have been altered to support this change. See section 3.3 for proposed wording to the condition.

Condition 62

To reduce the risk of coming into contact with the OMS during drilling for baseline groundwater level monitoring, the monitoring frequency and timing of the start date at the bore locations is to change to enable monitoring to coincide with the maintenance/re-lining work at the OMS once the construction compound has been constructed. This is to ensure consistency with the GSMCP of the approved consent submitted to Council for certification.

The groundwater monitoring reporting frequency from bore construction until before Commencement of Dewatering is to change from) '*monthly for at least 3 months*' to '**At least 4 weeks prior to dewatering commencing**'.

See section 3.3 for proposed wording to the condition.

3.3 PROPOSED CHANGE TO CONDITION (S.127 RMA)

Under Section 127 of the RMA, this application seeks to reword Condition 1, Condition 54(f), and Condition 62 (Schedule C) of **BUN60442974** to accurately reflect the latest update of the design and construction methodology as provided by the contractors, Fulton Hogan. See **Appendix C** for the full set of amended conditions.

Rewording of Condition 1 is sought to now read (deletions in ~~strikeout~~ and additions underlined and bolded):

1. "These consents must be carried out in accordance with the documents and drawings and all supporting additional information submitted with the application, detailed below, and all referenced by the council as resource consent numbers BUN60422974 (LUC60422975, WAT60422976, DIS60422977, DIS60423652).
 - Application Form and Assessment of Environmental Effects prepared by WSP New Zealand Limited and dated 8 August 2023.
 - **Section 127 Variation Application Form and Assessment of Environmental Effects prepared by WSP New Zealand Limited (Dated 19 July 2024)**

Report title and reference	Author	Rev	Dated
Design and Construction Statement	WSP	3	13 July 2023
<u>Construction Methodology</u>	<u>Fulton Hogan</u>	<u>04</u>	<u>10 June 2024</u>
Assessment of Dewatering Effects Report	WSP	B-R6	10 April 2024 <u>3 July 2024</u>
Construction Noise and Vibration Assessment Report	WSP	2 <u>3</u>	20 June 2023 <u>14 June 2024</u>
Framework Construction Noise and Vibration Management Plan	WSP	3	13 October 2023 <u>13 June 2024</u>
Detailed Site Investigation Report	WSP	3	22 June 2023
Stormwater and Flood Hazard Assessment	WSP	3	21 July 2023
Erosion and Sediment Control Plan	WSP	2	21 July 2023
Arboriculture Assessment Report	Peers Brown Miller	-	15 June 2023
Archaeological Assessment Report	Clough & Associates	-	June 2023
Traffic Impact Assessment Report	WSP	3	20 July 2023 <u>9 July 2024</u>
Built Heritage Assessment Report	WSP	F4	5 July 2023
<u>Built Heritage Addendum</u>	<u>WSP</u>		<u>12 July 2024</u>
Statutory Assessment	WSP	RevA	August 2023
Geotechnical Interpretative Report	WSP	1	11 August 2023
Groundwater Settlement and Monitoring Contingency Plan	WSP	R3 <u>R5</u>	14 May 2024 <u>10 July 2024</u>

<i>Drawing title and reference</i>	<i>Author</i>	<i>Rev</i>	<i>Dated</i>
<u>Queen Street Wastewater Diversions Part 3 Main Works And Cross Connections (2014250.101)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Wastewater Diversions Part 3 Main Works And Cross Connections (2014250.102)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Wastewater Diversions Part 3 Main Works And Cross Connections (2014250.103)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Wastewater Diversions Part 3 Main Works And Cross Connections (2014250.104)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Wastewater Diversions Proposed Part 3 Main Works And Cross Connections (2014250.105)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Wastewater Diversions Proposed Part 3 Main Works And Cross Connections (2014250.106)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Wastewater Diversions Oms Connection Shaft 3 (2014250.111)</u>	<u>Watercare Services Limited</u>	A	<u>30 May 2024</u>
<u>Queen Street Sewer Diversion Site Compound & Welfare Layout (QSSD_FH_001)</u>	<u>Fulton Hogan</u>	K	<u>26 June 2024</u>

<i>Other Documents</i>	<i>Author</i>	<i>Rev</i>	<i>Dated</i>
Section 92 Response Letter	WSP	-	
Section 92 Response Groundwater Tracking Table	WSP	-	-
Air Quality Assessment Letter	WSP	-	8 December 2023

Rewording of Condition 54(f) is sought to now read:

Schedule A: Alarm and Alert Levels		
Movement	Trigger Thresholds (+/-)	
	Alarm	Alert
Distance below the pre-dewatering Seasonal Low Groundwater Level and any subsequent groundwater		

reading at any groundwater monitoring bore (the Groundwater Alert Levels 1 & 2): <ul style="list-style-type: none"> M_PZ01 PZ06_S V_PZ02 	N/A	(1) 4.8mbgl (1) 2.0mbgl (2) 5.3mbgl (2) 2.5mbgl (1) 1.5mbgl (1) 2mbgl (2) 2mbgl (2) 2.5mbgl (1) 2mbgl (1) 3mbgl (2) 2.5mbgl (2) 3.5mbgl
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Rewording of Condition 62 is sought to now read:

Schedule C: Groundwater Monitoring Frequency					
Bore Name	Location		Groundwater level reporting frequency (to an accuracy of 10mm)		
	Easting (mE)	Northing (mN)	From bore construction until before Commencement of Dewatering	Commencement of Dewatering to Completion of Dewatering	From Completion of Dewatering until 3 months later
M_PZ01	tbc	tbc	Monthly for at least 3 months <u>At least 4 weeks prior to dewatering commencing</u>	Twice Weekly	Weekly for the first month after dewatering has stopped and monthly thereafter
PZ06_S	tbc	Tbc			
V_PZ02	tbc	tbc			

4 CONSULTATION AND APPROVALS

4.1 AUCKLAND TRANSPORT

Continuous engagement with Auckland Transport (AT) was undertaken as part of the application process for the approved Part 3 consent. Written approval for The Project was received from AT on the 13th of September 2023.

AT has been informed of the proposed construction changes and alteration to Condition 1. A meeting with AT to discuss the implications of the updated Traffic Impacted Assessment (TIA) (discussed in section 5.5 of this document) is proposed. Post this in-person discussion, an updated letter of approval has been received from AT for the works and provided with this application as Appendix J.

4.2 MANA WHENUA

Watercare have an established process in place for Mana Whenua engagement on their various projects. This process includes Watercare providing a “Kaitiaki Managers Projects List” on a monthly basis to nominated representatives of all 19 mana whenua in the Auckland Council jurisdiction, being: Ngāi Tai Ki Tāmaki, Ngāti Maru, Ngāti Pāoa, Ngāti Rehua Ngātiwai ki Aotea, Ngāti Tamaoho, Ngāti Tamaterā Ngāti Te Ata, Ngāti Wai, Ngāti Whanaunga, Ngāti Whātua Ōrākei, Te Ahiwaru, Te Ākitai, Te Patukirikiri, Te Uri o Hau, Waikato Tainui, Te Kawerau ā Maki, Ngāti Whātua o Kaipara, Ngāti Manuhiri, and Te Rūnanga o Ngāti Whātua.

A brief summary of each project is provided and mana whenua are invited to indicate which projects they have interest in.

As part of the approved consent, Watercare has been in continuous engagement with the relevant iwi that registered their interest through Watercare’s Kaitiaki Manager List for The Project:

- Ngaati Whanaunga
- Ngāti Maru
- Ngāti Whātua Ōrākei
- Te Aakitai Waiohua
- Te Ahiwaru Waiohua
- Te Patukirikiri
- Te Rūnanga o Ngāti Whatua

An email detailing the proposed alteration to Condition 1 was sent to the relevant iwi from Watercare on the 27th of June 2024.

The following provides an update from each iwi/hapū that have been contacted:

- Ngati Whatua Orakei (NWO): An online meeting was held on the 10th July between WSL and a NWO representative. Several projects that NWO have an interest in were discussed. Following the meeting, WSL emailed the representative an update of the project as requested in the meeting.

- Te Rūnanga o Ngāti Whatua has responded to WSL that they wish to be kept informed of further project updates.
- Te Aakitai Waiohua has responded to WSL that they have no questions and wish to be kept informed of further project updates.
- No response was received from the other entities (Ngāti Maru, Ngaati Whanaunga, Te Patukirikiri, Te Ahiwaru Waiohua) who have registered their interests on the Watercare Kaitiaki Manager List.

5 ASSESSMENT OF ENVIRONMENTAL EFFECTS

In accordance with Section 127 (3) (b) of the RMA, the following assesses the actual and potential effects that may arise from the proposed condition changes. A comprehensive assessment of effects was completed under the original application (BUN6042297), granted by Council on the 4 July 2024.

The assessment of effects for the approved resource consent considered the effects in relation to groundwater drawdown and settlement, land contamination, land disturbance, construction noise and vibration, natural hazards, archaeology, built heritage, cultural heritage, traffic, and air quality.

Based on the changes being sought as described in section 3 of this report, the actual and potential effects on the environment of the proposed change of conditions are limited to:

- Positive effects;
- Groundwater drawdown and settlement effects;
- Construction noise and vibration effects;
- Traffic effects; and
- Built heritage effects.

The following sections provide a summary of the actual and potential effects on the environment derived from each specialist assessment.

5.1 RECEIVING ENVIRONMENT & EFFECTS NOT ASSESSED

The receiving environment beyond the subject site includes permitted activities under the relevant plans, lawfully established activities, and any unimplemented resource consent that are likely to be implemented. The effects of any unimplemented consents on the subject site that are likely to be implemented (and which are not being replaced by the current proposal in this S127 application) also form part of this reasonably foreseeable receiving environment. In this case, the receiving environment includes the consented construction of wastewater pipelines, temporary shafts and associated works in the Project as approved by BUN6042297; and permitted activities associated with this project.

The proposed changes to Condition 1 hold no potential to incur differing effects to what has been assessed in the approved consent for matters relating to archaeology, land contamination, land disturbance, natural hazards, archaeology, built heritage, cultural heritage, and air quality. This is because the material result of the works remains within the same within the same project area footprint.

In summary:

- The effects on protected street trees will remain unchanged because no trees are required to be altered or removed, and there will be no further intrusion into the protected root zone of the street tree near Mayoral Shaft.
- As the overall project footprint remains unchanged, no further assessment of contaminated soils or archaeology is required beyond what has already been considered.
- No change in flooding effects is expected as a result of the change in the CSA layout at the Greys Avenue site. This is due to the minor reconfiguration of the CSA continuing to comply with the controls of the original Erosion and Sediment Control Plan (ESCP) appended to the approved consent. Clean water corridors will continue to be maintained to allow for the uncontaminated flow of stormwater through the natural overland flow path.
- While the Victoria Shaft will increase in dimension, the overall approach of the ESCP will be maintained, and it will continue to manage any potential adverse effects of land disturbance at each of the open shaft locations in the same manner. Any minor adjustments that may be required to the ESCP will be incorporated into the final plan, which will be prepared by the contractor and certified by Council prior to works commencing.
- Effects on cultural heritage from The Project are not expected to alter as The Project's slight encroachment from the tunnelling to the Victoria Street Shaft (approx. 400 mm) into the '*Sites and Places of Significance to Mana Whenua Overlay*' remains the same as the approved consent. However, as a part of Watercare's standard engagement process, Watercare has presented the proposed changes to the Project to Mana Whenua regarding the proposed alteration to Condition 1 prior to lodging this consent.
- The use of diesel generators on-site remains unchanged, with no consequential change in air quality effects.

5.2 POSITIVE EFFECTS

The positive effects described in the BUN6042297 application remain unchanged. Further, the proposed increase to the Victoria Shaft dimensions now allows for a relining rig to enter the shaft and service the urgent maintenance requirements of the OMS.

The OMS is an important wastewater transmission main servicing large parts of central and west Auckland. A sinkhole formed at St Georges Bay Road in Parnell in September 2023 which triggered the urgency of works to proactively reline and repair the sewer. Providing access to the relining rig at the Victoria Shaft will better facilitate future works at the OMS to improve the strength and flow capacity of the sewer while mitigating against the risk of a future failure in the long term.

In addition, the re-arrangement of the Greys Avenue CSA layout now provides for greater flexibility in Eke Panuku's future use of the site once the construction site is no longer active, as well as maintaining safe and accessible pedestrian access to the Myer's Park underpass from Aotea Square.

5.3 GROUNDWATER DRAWDOWN AND SETTLEMENT EFFECTS

The assessment of dewatering effects report that was approved as part of the resource consent, provided a summary of groundwater drawdown and settlement effects. This report summary demonstrated that the dewatering effects from The Project will be less than minor, for the following reasons:

- The assessment indicated that effects on neighbouring bores, nearby environmental features (streams and other surface water bodies) and saline intrusion were negligible.
- The dewatering of the shafts was unlikely to result in settlement effects.
- Mitigation measures in the form of groundwater level monitoring were proposed near the Mayoral Drive and Victoria St Street shafts to enable the prompt detection of any groundwater drawdown.

This assessment of dewatering effects report has now been updated in response to the proposed changes to Condition 1. The updated dewatering assessment (Version 6) is attached to this variation as **Appendix E**.

The update to the dewatering assessment did *not* require a re-assessment of groundwater drawdown calculations or subsidence risk. A re-assessment was not required for reasons specific to each shaft but at a high level, these reasons include:

- an increase in shaft length did not change dewatering depth (Mayoral Shaft),
- similar construction methodologies as before (Wellesley Shaft), and
- additional dewatering days and associated drawdown results remaining within the envelope of previous calculations (Victoria Shaft).

See section 1.1 of **Appendix E1** for the full explanation.

Overall, the updated dewatering assessment identified that the effects on neighbouring bores, nearby environmental features (streams and other surface water bodies) and saline intrusion remain negligible.

The updated dewatering assessment also concluded that dewatering is unlikely to result in settlement effects on any of the heritage sites in proximity to the shafts. However, similarly to the effects from the original dewatering assessment, some settlement might occur near the Auckland Sunday School Union Building on Mayoral Drive as well as the (former) John Court's Building near the Victoria Shaft.

As a result, the same mitigation measures from the original assessment are proposed, which are to undertake groundwater level and ground surface deformation settlement monitoring adjacent to the Mayoral and Victoria shafts. This monitoring will allow for further mitigation measures to be put in place should groundwater drawdown be observed and to prevent settlement effects from developing.

Additional mitigation measures are also presented in the Groundwater Settlement Monitoring and Contingency Plan (GSMCP) which has also been updated in response to the proposed alteration to Condition 1 (see **Appendix E2** for GSMCP). The GSMCP had to be updated because the change in shape and size of the temporary shafts necessitated moving one of the monitoring piezometers and some of the

monitoring pins. As a result, the distance between the detailed design shaft edge and monitoring site is the same as proposed in the GSMCP to ensure that trigger levels remain the same.

The proposed change of groundwater monitoring before dewatering commences (from 3 months to 4 weeks) is considered acceptable as; groundwater monitoring has already commenced nearby and this data has been extrapolated for the site, and the mitigation measures for groundwater settlement monitoring will remain the same.

Overall, the effects of dewatering because of the proposed alteration of Condition 1/change in construction methodology, remain less than minor.

5.4 CONSTRUCTION NOISE AND VIBRATION EFFECTS

A Construction Noise and Vibration Assessment (CNVA) was prepared for the approved consent. The CNVA identified that as a Construction Noise and Vibration Management Plan (CNVMP) was prepared and its mitigation measures were going to be adopted during the works, any noise effects generated within the *road corridor* were permitted. In addition, the amenity standards for construction vibration effects do not apply, although structural vibration standards still apply.

In terms of expected noise generated from equipment within the Greys Avenue CSA (outside of the road corridor), this noise was modelled, and compliance was achieved with the relevant permitted AUP noise limits. For vibration effects outside of the road corridor, compliance was also achieved with the permitted standards.

The approved resource consent demonstrated that the overall summary of effects of construction noise and vibration from the Project was less than minor.

As the proposed changes sought to Condition 1 of the approved consent seek amendments to the methodology, construction equipment and footprint of works, the CNVA and CNVMP have been updated. The updated CNVA is attached to this variation as **Appendix F1**, while the updated CNVMP is attached as **Appendix F2**.

Proposed changes to the construction methodology with the potential to modify noise or vibration effects include the:

- Extension of shaft construction periods;
- Increase of Victoria Shaft dimensions;
- Change of construction methodology to secant piling at Wellesley Shaft; and
- Increase in length of Mayoral Shaft by 1m to the south.

As utilised in the approved consent application, SoundPLAN computational noise modelling software has been used to develop a noise prediction model which has then been used to acoustically assess construction equipment operations.

The shafts are all located within the road corridor, and as such the change to construction methodology for the shafts resulting in any noise exceedance is deemed a permitted activity under E25.6.9 of the AUP. Therefore, the updated CNVA maintains the same conclusions as the approved consent which finds predicted noise levels to be acceptable, subject to the adoption of the CNVMP.

Noise and vibration mitigation measures included in the original CNVMP that will continue to be employed include (but are not limited to):

W-SL001

- Limitation of shaft construction hours to between 7 am and 6 pm Monday to Saturday;
- Vibration monitoring at all shaft sites;
- Site hoardings around compounds; and
- Periodic inspection and maintenance of noise-emitting equipment.

In summary, the change to Condition 1 of BUN60442974 will not result in any change to noise and vibration effects of the approved proposal.

5.5 TRAFFIC EFFECTS

The TIA that was prepared for the approved resource consent provided a summary of traffic effects from The Project. This TIA assessed The Project including the shaft locations against a suite of possible traffic effects, these were:

- trip generation;
- vehicle movement;
- general traffic operation;
- public transport;
- active modes and micro-mobility;
- parking and loading facilities; and
- private access.

Overall, the TIA summarised that the effects of The Project were going to be temporary in nature and that due to the mitigation measures proposed, it was considered that the effects of the works ranged from less than minor to no more than minor.

The TIA has been updated to reflect not just the proposed alteration of Condition 1, but also other network changes including implementing the new northwestern bus network, and the altered road layout within the city centre from the changes at the Queen Street/Victoria Street as part of the Te Ha Noa development. The updated TIA is attached to this variation as **Appendix G**.

After factoring the aspects above into its assessment, the TIA concludes that the overall effects on the traffic environment have not altered from that of the approved TIA. Similar conclusions were made from the approved TIA for the traffic effects from the CSA on Greys Avenue and the open-cut construction works. The traffic effects on these sites from the proposed alteration of Condition 1 are considered to be less than minor.

As identified in the approved TIA, the updated assessment has detected some potential adverse effects associated with the shaft compound on Queen Street/Mayoral Drive and Queen Street/Wellesley Street, particularly for general traffic and public transport. The updated TIA has also detected some potential adverse effects on traffic operation at the intersection of Queen Street/Victoria Street when accounting for the scenario in which the construction of the Victoria Street Shaft coincides with the opening of the Te Hā Noa -Victoria Street development.

However, by implementing the recommended mitigation measures, these effects can be minimised to a no more than minor level, with AT as an affected party. At a high level, these mitigation measures include carrying out traffic signal phases, utilising VMS signages to remind drivers to use detour routes in advance, undertaking public communications campaigns and

informing the blind/low-vision local community about the works.

5.6 BUILT HERITAGE EFFECTS

The approved Built Heritage Assessment (Revision F4) identified five (5) built heritage places within The Project alignment. See Table 3-1 of the approved resource consent application.

In summary, the effects on built historic heritage within the approved assessment were assessed by the built heritage specialist as neutral. Mitigation measures proposed within both the Built Heritage Assessment and the CNVMP included specific construction methodologies such as using low/no vibration rock fracturing methods, and monitoring and taking vibration measurements during equipment operation. These mitigation methods meant the damage to heritage buildings can be avoided and built heritage effects were assessed as less than minor.

An addendum to the existing Built Heritage Assessment has been undertaken to assess potential effects on Built Heritage due to the proposed alteration of Condition 1. See **Appendix H** of this document.

Even with the changes to shaft dimensions, there are no additional construction works within the historic heritage extent of place overlay. However, construction work will occur adjacent to buildings within the historic heritage overlay at the Mayoral Shaft and the Victoria Shaft. These buildings are the Auckland Sunday School Union Building and the (former) John Courts Building. There are no historic heritage buildings near the Wellesley Street shaft.

As the updated dewatering assessment and the CNVA did not identify any change in vibration and ground settlement effects, it is expected that by employing the mitigation measures mentioned in these assessments as well as the original Built Heritage Assessment, built heritage effects from the proposed alteration of Condition 1, will continue to be less than minor.

5.7 OVERALL ASSESSMENT OF EFFECTS

Other than transport effects, the effects of The Project will be less than minor.

As identified in Section 5, it is considered that the traffic effects of the works will continue to range from less than minor to **no more than minor**, with AT as an affected party.

This finding is consistent with the approved consent.

6 AFFECTED PARTIES AND NOTIFICATION ASSESSMENT

6.1 SECTION 127(4)

As per section 127(4) of the RMA, the consent authority must give particular consideration to every person who submitted on the original application; and may be affected by the change.

As described above above, AT was identified as an affected party and was contacted prior to lodging the approved consent. Their written approval was received on the 13th of September 2023.

As the original consent was processed on a non-notified basis, no submissions were received.

6.2 SECTION 95A – DETERMINING PUBLIC NOTIFICATION

In addition to the requirements of Section 127 (4), Sections 95A and 95B remain applicable to this application.

The process set out in section 95A of the RMA for determining public notification is summarised in 'Table 6-1: Public Notification Process' below, alongside an assessment of the proposed works against each step.

Table 6-1: Public Notification Process

	Description of Process	Assessment
STEP 1	<p>Mandatory public notification in certain circumstances.</p> <p>An application must be publicly notified if:</p> <ul style="list-style-type: none">the applicant requests public notificationpublic notification is required under section 95C (which relates to notification after a request for further information or report)the application is made jointly with an application to exchange recreation reserve land.	PROCEED TO STEP 2
STEP 2	<p>If not required by step 1, public notification is precluded in certain circumstances.</p> <p>An application cannot be publicly notified if:</p> <ul style="list-style-type: none">a rule or national environmental standard (NES) precludes notification	PROCEED TO STEP 3

	Description of Process	Assessment
	<ul style="list-style-type: none"> the application is for one or more of the following, but no other, activities: <p>onary, discretionary, or non-complying activity, ty is a boundary activity</p> <p>If the application is for multiple activities, public notification is only precluded for the application as a whole if each individual activity is precluded from public notification.</p> <p>If public notification is precluded under this step, then step 3 doesn't apply but consideration under step 4 is required (special circumstances).</p>	
STEP 3	<p>If not precluded by step 2, public notification is required in certain circumstances.</p> <p>Other than for those activities in step 2, public notification is required if:</p> <ul style="list-style-type: none"> a rule or NES requires public notification the assessment under section 95D determines that the activity will have, or is likely to have, adverse effects on the environment that are more than minor. <p>If the application is for multiple activities, and any part of that application meets either of the above criteria, the application must be publicly notified in its entirety.</p>	<p>There are no rules or provisions which require public notification of this application.</p> <p>As in the AEE above, effects of the proposed changes on the wider environment will be ranging from less than minor to no more than minor:</p> <p>PROCEED TO STEP 4</p>
STEP 4	<p>Public notification in special circumstances.</p> <p>If notification is precluded under step 2, or isn't required under step 3, consideration must be given to whether special circumstances exist that warrant public notification of the application. The presumption for special circumstances has changed so that, if the consent authority determines special circumstances exist, the council must notify the application (i.e. it is not discretionary).</p>	<p>There are no special circumstances which are relevant to this application. The application proposes minor changes to the design and construction of the approved shafts for a wastewater pipeline, which is provided for in the AUP as a critical piece of public infrastructure. As such, there is nothing unusual or exceptional about the proposal.</p>

	Description of Process	Assessment
		PUBLIC NOTIFICATION NOT REQUIRED.

6.3 SECTION 95B – DETERMINING LIMITED NOTIFICATION

An assessment of the application against Section 95B of the RMA is not required as the applicant has requested public notification.

The process set out in section 95B of the RMA for determining limited notification and potentially affected persons is summarised in, together with an assessment of the current application against each step.

Table 6-2: Limited Notification Process

	Description of Process	Assessment
STEP 1	<p>Certain affected groups and affected persons must be notified.</p> <p>If the consent authority determines that certain people or groups are affected, these persons/groups must be given limited notification:</p> <ul style="list-style-type: none"> affected protected customary rights groups affected customary marine title groups (in the case of an application for a resource consent for an accommodated activity) whether the proposed activity is on or adjacent to, or may affect, land that is the subject of a statutory acknowledgement and whether the person to whom the statutory acknowledgement is made is an affected person under section 95E 	<p>There are no customary rights groups or customary marine title groups affected by The Project.</p> <p>The location of the Project area is not affected by a statutory acknowledgement as identified in Appendix 21 of the AUP.</p> <p>PROCEED TO STEP 2</p>
STEP 2	If not required by step 1, limited notification is precluded in certain circumstances.	There are no rules or NES provisions which preclude limited notification.

	Description of Process	Assessment
	<p>An application cannot be limited notified if:</p> <ul style="list-style-type: none"> • a rule or NES precludes limited notification of the application • the application is for a controlled activity (but no other activities) that requires a resource consent under a district plan (other than a subdivision of land) <p>If the application is for multiple activities, limited notification is only precluded for the application as a whole if each individual activity is precluded from limited notification. If limited notification is precluded under this step, then step 3 doesn't apply but consideration under step 4 is required.</p>	<p>The application is not solely for a controlled activity under a district plan.</p> <p>PROCEED TO STEP 3</p>
STEP 3	<p>If not precluded by step 2, certain other affected persons must be notified.</p> <p>Except for boundary activities and any activities prescribed under the regulations relating to notification of consent applications (section 360G(1)(b)), the consent authority must notify any other person they determine to be affected under section 95E.</p> <p>For boundary activities, only those persons whose written approval would have been required under new section 87BA are eligible to be notified. These eligible persons must be notified if they are determined to be affected persons under section 95E.</p>	<p>The application is not for a boundary activity or any other prescribed activity.</p> <p>The assessment in Section 5 above notes that effects on the transport network will be minor due to disruption to general traffic operation and public transport services. AT are identified as the affected party in their role as the regulator of the road network and operator of public transport services.</p> <p>Engagement with AT about the proposed alteration to Condition 1 was carried out and AT have provided written support for the project under S95E (3) of the RMA. As such, Limited Notification of the application is therefore not required to AT.</p> <p>This application is not for a boundary activity.</p> <p>PROCEED TO STEP 4</p>

	Description of Process	Assessment
STEP 4	<p>Further notification in special circumstances.</p> <p>The determination of special circumstances is new to limited notification. If the consent authority determines special circumstances exist that warrant limited notification of the application to any other persons not already determined to be eligible for limited notification (excluding persons assessed under Section 95E as not being affected persons), the council must give limited notification to those persons (i.e. it is not discretionary).</p>	<p>As discussed above, there are no special circumstances which are relevant to this application.</p> <p>LIMITED NOTIFICATION IS NOT REQUIRED</p>

6.4 SUMMARY OF NOTIFICATION

AT were identified as affected parties during the Section 5 AEE and have provided an updated written approval under s95E of the RMA. As such, Limited Notification of the application is not required to AT, and the application can be processed on a non-notified basis.

7 STATUTORY ASSESSMENT

7.1 RMA ASSESSMENT

7.1.1 SECTION 127

Under section 127 of the RMA, the consent authority may allow conditions of consent to be changed or cancelled with the provisions of sections 88 to 121 applying as if:

- The application was an application for a discretionary activity; and
- The references to the consent and activities were references only to the change or cancellation of a condition and the effects of the change or cancellation respectively.

As provided in section 127(3)(a) this application to change Condition 1 of BUN60442974 is to be considered as a consent for a discretionary activity would be assessed. As per Section 127(3)(b) of the RMA, the AEE above provides an assessment of the potential and actual effects of the proposed changes only, exclusive of the activities consented under the original consent application.

Section 127(4) also provides for the consideration of those who submitted on the original application and well as those who may be affected by the change when determining who is adversely affected by the change of condition. This is discussed further in the affected parties and notification assessment above.

As confirmed in the technical assessments referred to in Section 5, the effects from the updated design and construction methodology provided for in Condition 1 of BUN60442974, will range from less than minor to no more than minor.

The proposal remains to be a construction of wastewater pipeline project, which does not result in a fundamentally different activity. Approval of this variation will result in the lasting effects of The Project remaining materially unchanged. As such, it is considered appropriate for this application to be processed under Section 127 of the RMA as a discretionary activity.

7.1.2 SECTION 104

Section 104 of the RMA sets out the matters to which a consent authority must have regard to, subject to Part 2 of the RMA, when considering an application for resource consent. These are:

- Any actual and potential effects on the environment of allowing the activity (refer to Section 5 above);
- Any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity;
- Any relevant provisions of:
 - a national environmental standard;
 - other regulations;
 - a national policy statement;
 - a New Zealand coastal policy statement (not applicable);
 - a regional policy statement or proposed regional policy statement;
 - a plan or proposed plan; and

- Any other matter the consent authority considers relevant and reasonably necessary to determine the application.

Subject to section 127 of the RMA, consideration of the matters above is to be restricted to the scope of effects allowed for by the change in consent condition. This statutory assessment does not seek to reassess the original proposal in its entirety as approval for these works has already been granted. The above sections of the reports have concluded the actual and potential effects from the variation will be acceptable.

7.1.3 PART 2 CONSIDERATIONS

Part 2 of the RMA sets out the purposes and principles of the Act which includes the promotion of sustainable management for natural and physical resources.

The Court of Appeal decision in *RJ Davidson Family Trust v Marlborough District Council* has clarified that if a plan “has been competently prepared” then a decision maker may well “feel assured” in taking the view that there is no need to refer to Part 2 because “doing so would not add anything to the evaluative exercise”. While the decision maker in relation to this resource consent application may determine that the AUP has been competently prepared, and therefore deem reference to Part 2 unnecessary.

For completeness, an assessment of the original proposal against Part 2 of the RMA was provided in the original application. This assessment remains unaffected by the proposed changes.

7.2 NATIONAL POLICY

7.2.1 NPS ON URBAN DEVELOPMENT 2020

The National Policy Statement on Urban Development (NPS-UD) came into force in 2020 to allow for intensified urban development in areas with growth capacity. As the project area is located within the City Centre Zone, Policy 3 of the NPS-UD seeks to enable ‘as much development capacity as possible’ in this ‘tier 1’ environment. In the NPS-UD, the definition of development capacity directly relates to the ‘provision of adequate development infrastructure’. As such, this project is aligned with the NPS-UD as it will continue to provide the necessary wastewater capacity to service an increasing residential population in the city centre.

7.3 AUCKLAND REGIONAL POLICY STATEMENT

The AUP Regional Policy Statement (RPS) recognises the importance of the management of and investment in infrastructure (B3 Ngā pūnaha hanganga, kawekawe me ngā pūngao - Infrastructure, transport and energy).

The RPS also recognises the importance of natural resources, in particular the value of indigenous biodiversity and the importance of integrated management between development (including infrastructure) and freshwater as well as managing adverse effects from wastewater discharges to freshwater (B7 Toitū te whenua, toitū te taiao – Natural resources).

The proposed changes will continue to uphold the fundamental purpose of the pipeline in providing vital infrastructure for Auckland’s City Centre, while improving water quality through the reduction on wastewater overflows. There shall be no difference in assessment of the Auckland

RPS from the original application for consent.

7.4 RELEVANT AUP OBJECTIVES AND POLICIES

As comprehensively assessed in the original AEE, key AUP objectives and policies that are relevant to The Project relate to:

- D21 Sites and Places of Significance to Mana Whenua Overlay
- E7 Taking, using, damming and diversion of water and drilling
- E12 Land Disturbance – District
- E14 Air Quality
- E26 Network Utilities
- E25 Noise and Vibration
- E30 Contaminated Land
- E36 Natural Hazards and Flooding

The statutory assessment of AUP objectives and policies in the original consent maintains its' relevance as a result of the proposed changes. In summary, the proposed works align with the AUP as the result will be a better-performing wastewater network and reduced occurrence of overflows into the stormwater network. Thus, reducing subsequent effects of odour, potential contamination, and harm to the coastal environment.

As no changes are required to the original assessment of objectives and policies, these are not revisited in specificity here. For completeness, the original statutory assessment is included in the Approved Consent (BUN60422974).

On this basis, our assessment concludes the proposed alteration to Condition 1 and its related effects are consistent with the objectives and policies of the AUP.

8 CONCLUSIONS

Under section 127 of the RMA, Watercare is seeking that Condition 1, Condition 54(f), and Condition 62 of the approved consent (BUN60422974) be amended to reflect the latest design and construction methodology.

Changes to the proposed works include:

- Minor design updates of all three construction shafts to improve constructability and facilitate subsequent relining works on the OMS (including an update to the start date for baseline groundwater level monitoring).
- Re-organisation of the Greys Avenue CSA layout to account for public wheelchair access and the relocation of other infrastructure (separate from this consent)
- Minor update to alert levels for groundwater settlement and movement as a response to the change in the construction methodology for the Wellesley Street Shaft.

No material changes in the outcome of the wastewater pipeline installation will result from the acceptance of this variation. As such, it is considered appropriate for this application to be processed under Section 127 of the RMA as a discretionary activity.

9 LIMITATIONS

This report ('Report') has been prepared by WSP exclusively for Watercare Services Limited ('Client') in relation to the s127 application of the Part 3 Consent of the Queen Street Wastewater Alignment ('Purpose') and in accordance with Master Services Agreement between the Client and Consultant dated 23 July 2022. The findings in this Report are based on and are subject to the assumptions specified in the Report. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

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