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

Date: **Monday 17 to Thursday 20 June**
Monday 24 to Thursday 27 June and
Monday 1 to Thursday 4 July 2024
(Note: not all days may be required)

Time: **9.30am**

Meeting Room: **North Lounge (17-20 June) and South Lounge (24-27 June and 1-4 July)**

Venue: **North Harbour Stadium, Stadium Road, Albany**

**HEARING REPORT: VOL 2 – SUMMARY OF
SUBMISSIONS & COPIES OF SUBMISSIONS: NOR 1
THIRTEEN NOTICES OF REQUIREMENT FOR THE
NORTH PROJECT
TE TUPU NGATAHI - SUPPORTING GROWTH
ALLIANCE**

COMMISSIONERS

Chairperson **Richard Blakey (Chairperson)**
Commissioners **Mark Farnsworth**
Vaughan Smith

Chayla Walker
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

Telephone: 098902009 or 027 2315937
Email: chayla.walker@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

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

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

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

Hearing Schedule

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

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

Cross Examination

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

The Hearing Procedure

The usual procedure for a hearing is:

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

**THIRTEEN NOTIFIED NOTICE OF REQUIREMENTS TO THE AUCKLAND COUNCIL
UNITARY PLAN BY TE TUPU NGATAHI - SUPPORTING GROWTH ALLIANCE**

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Andrew Wilkinson, Planner

Reporting on thirteen proposed Notice of Requirements for the North project.

REQUIRING AUTHORITY: TE TUPU NGATAHI - SUPPORTING GROWTH ALLIANCE

The 13 NoRs are:

NOR1 - NORTH: NEW RAPID TRANSIT CORRIDOR, INCLUDING A WALKING AND CYCLING PATH – WAKA KOTAHI (NZTA)

Notice of requirement lodged by Waka Kotahi (New Zealand Transport Agency) for a designation for a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path.

NOR2 – NORTH: NEW RAPID TRANSIT STATION AT MILLDALE – WAKA KOTAHI (NZTA)

Notice of requirement lodged by Waka Kotahi for a designation for a new Rapid Transit Station in Milldale, including transport interchange facilities and active mode facilities.

NOR3 – NORTH: NEW RAPID TRANSIT STATION AT PINE VALLEY ROAD – WAKA KOTAHI (NZTA)

Notice of requirement lodged by Waka Kotahi (New Zealand Transport Agency) for a designation for a new rapid transit station at Pine Valley Road, Dairy Flat, including transport interchange facilities, active mode facilities and park and ride facilities.

NOR4 – NORTH: STATE HIGHWAY 1 IMPROVEMENTS – ALBANY TO ŌREWA AND ALTERATIONS TO EXISTING DESIGNATIONS 6751, 6760, 6759, 6761 – WAKA KOTAHI (NZTA)

Notice of requirement lodged by Waka Kotahi to alter Designations 6751 State Highway 1 - Albany, 6759 State Highway 1 – Silverdale, 6760 State Highway 1 – Redvale to Silverdale, and 6761 State Highway 1 – Silverdale to Puhoi for State Highway 1 improvements from Albany to Ōrewa.

NOR5 – NORTH: NEW STATE HIGHWAY 1 CROSSING AT DAIRY STREAM – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities and State Highway 1 motorway overbridge in the vicinity of Dairy Stream, between Top Road in Dairy Flat and East Coast Road in Stillwater.

NOR6 – NORTH: NEW CONNECTION BETWEEN MILLDALE AND GRAND DRIVE, ŌREWA – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between Wainui Road in Milldale and Grand Drive in Upper Ōrewa.

NOR7 – NORTH: UPGRADE TO PINE VALLEY ROAD – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Pine Valley Road in Dairy Flat to an urban arterial corridor with active mode facilities between Argent Lane and the rural-urban boundary.

NOR8 – NORTH: UPGRADE TO DAIRY FLAT HIGHWAY BETWEEN SILVERDALE AND DAIRY FLAT – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Dairy Flat Highway to an urban arterial corridor with active mode facilities between Silverdale Interchange and Durey Road in Dairy Flat.

NOR9 – NORTH: UPGRADE TO DAIRY FLAT HIGHWAY BETWEEN DAIRY FLAT AND ALBANY – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Dairy Flat Highway between Durey Road in Dairy Flat and Albany village, including active mode facilities and safety improvements.

NOR10 – NORTH: UPGRADE TO WAINUI ROAD – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Wainui Road to an urban arterial corridor with active mode facilities, between Lysnar Road in Wainui, and the State Highway 1 northbound Wainui Road offramp.

NOR11 – NORTH: NEW CONNECTION BETWEEN DAIRY FLAT HIGHWAY AND WILKS ROAD – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between Dairy Flat Highway (at the intersection of Kahikatea Flat Road) and Wilks Road in Dairy Flat.

NOR12 – NORTH: UPGRADE AND EXTENSION TO BAWDEN ROAD – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for for an upgrade and extension to Bawden Road to an urban arterial corridor active mode facilities, between Dairy Flat Highway and State Highway 1.

NOR13 – NORTH: UPGRADE TO EAST COAST ROAD BETWEEN SILVERDALE AND REDVALE – AUCKLAND TRANSPORT (AT)

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to East Coast Road to an urban arterial corridor with active mode facilities, between Hibiscus Coast Highway in Silverdale and the Ō Mahurangi Penlink (Redvale) Interchange.

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Appendix 3: Summary of Submissions for each NoR

North - NoR 1														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Allen T Chalmers & Michelle VL Koster-Crockford	atchalmers@xtra.co.nz	Oppose	Road Design	Oppose roundabout location.	relocate roundabout to neighbouring undeveloped land.	Not stated	Allen T Chalmers & Michelle VL Koster-Crockford	atchalmers@xtra.co.nz	2 Wilks Road West	Dairy Flat	Auckland	
Y	2.1	Lindsay Howitt	lhowitt15@gmail.com	Oppose	Noise	Concern at noise and pollution effects of corridor	relocate rapid transport corridor to beside motorway	Yes	Lindsay Howitt	lhowitt15@gmail.com	295 Postman Road	Dairy Flat	Auckland	0211186063
	2.2	Lindsay Howitt	lhowitt15@gmail.com	Oppose	Economic	Loss of value in property. Inability to sell property as no one wants to buy next to a transit corridor.	relocate rapid transport corridor to beside motorway	Yes	Lindsay Howitt	lhowitt15@gmail.com	295 Postman Road	Dairy Flat	Auckland	0211186063
	2.3	Lindsay Howitt	lhowitt15@gmail.com	Oppose	Timeframe/Lapse Period	Length of time from publishing NOR to decision whether to proceed as planned or relocate the transit corridor.	relocate rapid transport corridor to beside motorway	Yes	Lindsay Howitt	lhowitt15@gmail.com	295 Postman Road	Dairy Flat	Auckland	0211186063
	2.4	Lindsay Howitt	lhowitt15@gmail.com	Oppose	Flooding	Flooding in area from creeks will flood more often with urbanisation and subsequent increased run off of water.	relocate rapid transport corridor to beside motorway	Yes	Lindsay Howitt	lhowitt15@gmail.com	295 Postman Road	Dairy Flat	Auckland	0211186063
Y	3.1	Hamid Sharifi	hamidsharifi@yahoo.com	Oppose	Traffic	The existing roads in our neighbourhood are not adequately wide to handle the increased traffic flow that will result from the new rapid transit station. I am concerned that this will lead to congestion, road safety issues, and decreased overall quality of life for residents	specifying location of transit stations and comprehensive plan for neighbouring streets	Yes	Hamid Sharifi	hamidsharifi@yahoo.com				0211537073
	3.2	Hamid Sharifi	hamidsharifi@yahoo.com	Oppose	Parking	The project seems to lack sufficient planning for parking facilities, causing neighbouring streets to become de facto parking areas for commuters using the station.	specifying location of transit stations and comprehensive plan for neighbouring streets	Yes	Hamid Sharifi	hamidsharifi@yahoo.com				0211537073
	3.3	Hamid Sharifi	hamidsharifi@yahoo.com	Oppose	Privacy	The construction and operation of the station, including increased foot traffic and the presence of public transportation, pose a threat to the privacy of the neighbourhood.	specifying location of transit stations and comprehensive plan for neighbouring streets	Yes	Hamid Sharifi	hamidsharifi@yahoo.com				0211537073
	4.1	Kevin Perry	kevperry@xtra.co.nz	Oppose	Economic	potential requirement for submitters site will be substantial	compensate for land	Not stated	Kevin Perry	kevperry@xtra.co.nz				0274806915
Y	4.2	Kevin Perry	kevperry@xtra.co.nz	Oppose	Timeframe/Lapse Period	lapse period is too long	reduced to five years	Not stated	Kevin Perry	kevperry@xtra.co.nz				0274806915
Y	5.1	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	NoR unnecessary	no need/justification, with any benefits outweighed by adverse effects	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.2	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Timeframe/Lapse Period	any development may no proceed for decades	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.3	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Design	Council recognises area need to be reassessed for suitability for future urban development	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.4	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Economic	unfunded, thereby creating significant prejudice for property owners, who can have no certainty that its proponent will be able to deliver on their "property purchase" obligations under section 185 of the RMA. Any NOR should not be progressed ahead of any financial commitment to the proposal by its proponent.	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.5	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Zoning	land zoned future urban which may have a range of uses .	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.6	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Zoning	The current zoning provides all the "protection" necessary for a speculative future roading proposal intended to support the equally speculative future urbanisation of Dairy Flat.	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.7	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Consultation	there has been a lack of consultation carried out	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
	5.8	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	Oppose	Blight	this is an example of planning blight	reject NOR	Yes	Phil and Paula Mitchell	phil.mitchell@mitchelldaysh.co.nz	262 Bawden Road	Dairy Flat	Auckland 0792	
Y	6.1	Carlton Windust	windys@xtra.co.nz	Support	Traffic. Alternatives.	Traffic congestion has become increasingly stressful for motorists coming through Albany to Silverdale and Silverdale interchange is gridlocked most evening. An alternative route need to be planned sooner rather than later	proceed as planned	No	Carlton Windust	windys@xtra.co.nz	225 Pine Valley Road	Silverdale	Auckland 0992	
Y	7.1	Karen Windust	windys@xtra.co.nz	Support	Traffic. Alternatives.	Traffic congestion has become increasingly stressful for motorists coming through Albany to Silverdale and Silverdale interchange is gridlocked most evening. An alternative route need to be planned sooner rather than later	proceed as planned	No	Karen Windust	windys@xtra.co.nz	225 Pine Valley Road	Silverdale	Auckland 0992	
Y	8.1	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Timeframe/Lapse Period	family are in limbo for 30 or more years, creating stress	family are in limbo for 30 or more years, creating stress	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.2	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Compensation	understanding occupancy and compensation	understanding occupancy and compensation	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.3	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Maintenance	liability for maintenance	liability for maintenance	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.4	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Economic	cost overruns and corrective action	cost overruns and corrective action	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.5	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Compensation	funds and compensation	funds and compensation	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.6	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Extent of Designation	footprint for acquisition too large	footprint for acquisition too large	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.7	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Alternatives	alternative alignment options	alternative alignment options	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.8	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Statutory Planning	planning philosophy incorrect	planning philosophy incorrect	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
	8.9	Dine Yoeh Hoo	jason@goodland.co.nz	Oppose	Economic	funds should be available first	confirm funding available and confirm timeframe to purchase land	Yes	Dine Yoeh Hoo Attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise			
Y	9.1	Jin Seo	silverdale0323@gmail.com	Oppose	Road Design	The new proposed bus route seems inefficient as it extends too far west and doesn't seem well-designed in terms of travel time.	That the RTC bus route doesn't loop back through Dairy Flat and Pine Valley areas but instead supports expanding the highway or follows a design along the existing highway route	No	Jin Seo	silverdale0323@gmail.com	9D 92 Nelson Street			
Y	9.2	Jin Seo	silverdale0323@gmail.com	Oppose	Economic	oppose the bus route proposed in NOR1 due to concerns about high construction costs	That the RTC bus route doesn't loop back through Dairy Flat and Pine Valley areas but instead supports expanding the highway or follows a design along the existing highway route	No	Jin Seo	silverdale0323@gmail.com	9D 92 Nelson Street			
Y	10.1	Samuel John Stewart	stewart1000@gmail.com	Support	Design	Rapid transit corridors are essential to growth and constraining house price growth	adopt plan as submitted	No	Samuel John Stewart	stewart1000@gmail.com				
Y	11.1	Yani Cho	yani.cho@gmail.com	Oppose	Road Design	Recommend considering the option of expanding the highway directly to connect Silverdale and Albany for a faster and more direct route	expand the highway directly to connect Silverdale and Albany	No	Yani Cho	yani.cho@gmail.com	2/594 East Coast Road			
Y	11.2	Yani Cho	yani.cho@gmail.com	Oppose	Timeframe/Lapse Period	seek longer submission period to increase public awareness and input	extend submission period	No	Yani Cho	yani.cho@gmail.com	2/594 East Coast Road			
Y	11.3	Yani Cho	yani.cho@gmail.com	Oppose	Timeframe/Lapse Period	concern at limiting landowner rights being restricted	look at alternative solutions	No	Yani Cho	yani.cho@gmail.com	2/594 East Coast Road			
Y	12.1	Youllee Choi	tail8205@gmail.com	Oppose	Timeframe/Lapse Period	seek longer submission period to increase public awareness and input	more time to consider plans	No	Youllee Choi	tail8205@gmail.com	9 kanuka way			

Y	12.2	Youllee Choi	tail8205@gmail.com	Oppose	Road Design	easier us routes possible	simplify bus routes	No	Youllee Choi	tail8205@gmail.com	9 kanuka way				
Y	12.3	Youllee Choi	tail8205@gmail.com	Oppose	Design	Do not need new bus station and could make old station better	simplify bus routes	No	Youllee Choi	tail8205@gmail.com	9 kanuka way				
Y	13.1	Hana Ryu	onelove820@gmail.com	Oppose	Road Design	Does not seem like the most efficient way to link Silverdale with Albany	take closer look to see if the proposal meets the communities needs	No	Hana Ryu	onelove820@gmail.com					
Y	13.2	Hana Ryu	onelove820@gmail.com	Oppose	Consultation	Communication needs a serious upgrade	take closer look to see if the proposal meets the communities needs	No	Hana Ryu	onelove820@gmail.com					
Y	13.3	Hana Ryu	onelove820@gmail.com	Oppose	Economic	inclusion of a separate cycleway structure raises questions about its practicality and cost-effectiveness	take closer look to see if the proposal meets the communities needs	No	Hana Ryu	onelove820@gmail.com					
Y	14.1	Hyeri Park	hyeri0421@hotmail.com	Oppose	Road Design	Does not seem like the most efficient way to link Silverdale with Albany	Create transit plan that benefits community	No	Hyeri Park	hyeri0421@hotmail.com					
Y	14.2	Hyeri Park	hyeri0421@hotmail.com	Oppose	Design	Question need for Bike Lanes: While bike lanes are important, creating expensive separate structures might not be the best solution	Create transit plan that benefits community	No	Hyeri Park	hyeri0421@hotmail.com					
Y	14.3	Hyeri Park	hyeri0421@hotmail.com	Oppose	Consultation	Communication needs a serious upgrade	Create transit plan that benefits community	No	Hyeri Park	hyeri0421@hotmail.com					
Y	15.1	Leah Christine McNee and Gerald Campbell McNee	leah.mcnee@gmail.com	Oppose	Transport	There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first.	defer planning for transportation corridors until Dairy Flat urbanisation is confirmed.	Yes	Leah Christine McNee and Gerald Campbell McNee	leah.mcnee@gmail.com	1595 Dairy Flat Highway				
Y	15.2	Leah Christine McNee and Gerald Campbell McNee	leah.mcnee@gmail.com	Oppose	Uncertain Information	urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor	defer planning for transportation corridors until Dairy Flat urbanisation is confirmed.	Yes	Leah Christine McNee and Gerald Campbell McNee	leah.mcnee@gmail.com	1595 Dairy Flat Highway				
Y	15.3	Leah Christine McNee and Gerald Campbell McNee	leah.mcnee@gmail.com	Oppose	Timeframe/Lapse Period	concern at limiting landowner rights being restricted	defer planning for transportation corridors until Dairy Flat urbanisation is confirmed.	Yes	Leah Christine McNee and Gerald Campbell McNee	leah.mcnee@gmail.com	1595 Dairy Flat Highway				
Y	16.1	Young Hwa Song	yhlee165@yahoo.com	Oppose	Alternatives	Consider the alternative bus route to be more economical and practical.	Cancel the plan	Yes	Young Hwa Song	yhlee165@yahoo.com					
Y	16.2	Young Hwa Song	yhlee165@yahoo.com	Oppose	Extent of Designation	footprint for acquisition too large and will affect landowners and businesses	Cancel the plan	Yes	Young Hwa Song	yhlee165@yahoo.com					
Y	16.3	Young Hwa Song	yhlee165@yahoo.com	Oppose	Timeframe/Lapse Period	concern at limiting landowner rights being restricted	Cancel the plan	Yes	Young Hwa Song	yhlee165@yahoo.com					
Y	17.1	John O'Hara	john_ohara@mac.com	Oppose	Alternatives	original plan to extend North Busway remains best option		Yes	John O'Hara	john_ohara@mac.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792		
Y	17.2	John O'Hara	john_ohara@mac.com	Oppose	Prior Spatial Planning	complete spatial planning first	complete spatial planning first	Yes	John O'Hara	john_ohara@mac.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792		
Y	17.3	John O'Hara	john_ohara@mac.com	Oppose	Flooding	The proposed roads and RTC through Dairy Flat corridor have all been raised above existing levels to mitigate local road flooding which means all the surrounding areas if they are to be developed will have to be raised to the same or higher level		Yes	John O'Hara	john_ohara@mac.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792		
Y	17.4	John O'Hara	john_ohara@mac.com	Oppose	Uncertain Information	planning for area not adequately completed to justify project	complete spatial planning first	Yes	John O'Hara	john_ohara@mac.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792		
Y	17.5	John O'Hara	john_ohara@mac.com	Oppose	Economic	This is a high-risk, low-return proposal. Supporting Growth note land use growth might slow down in the North area for unknown reasons in the long term and hence the project start date might need to be delayed to meet the changed transport needs and also notes that P50 cost estimates have been used rather than the P90 that is considered best practice overseas.	Cancel the plan	Yes	John O'Hara	john_ohara@mac.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792		
Y	18.1	Lyndon Trust	djlyndon@icloud.com	Oppose	Uncertain Information	level of uncertainty means it should be withdrawn	withdraw NOR	Yes	Lyndon Trust Attn: David Lyndon Jenny Lyndon Lisa Archer	djlyndon@icloud.com	327 Postman Road,				
Y	18.2	Lyndon Trust	djlyndon@icloud.com	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first	Yes	Lyndon Trust Attn: David Lyndon Jenny Lyndon Lisa Archer	djlyndon@icloud.com	327 Postman Road,				
Y	18.3	Lyndon Trust	djlyndon@icloud.com	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first	Yes	Lyndon Trust Attn: David Lyndon Jenny Lyndon Lisa Archer	djlyndon@icloud.com	327 Postman Road,				
Y	18.4	Lyndon Trust	djlyndon@icloud.com	Oppose	Compensation	consider measuers to allow early acquisition, including creating fund for purchasing land	look at early acquisition	Yes	Lyndon Trust Attn: David Lyndon Jenny Lyndon Lisa Archer	djlyndon@icloud.com	327 Postman Road,				
Y	19.1	Brian Sutton	brian@equitypacific.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR	Yes	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive				
Y	19.2	Brian Sutton	brian@equitypacific.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive				
Y	19.3	Brian Sutton	brian@equitypacific.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive				
Y	19.4	Brian Sutton	brian@equitypacific.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive				
Y	20.1	Sylvia Choi	sylvia.x.choi@gmail.com	Oppose	Timeframe/Lapse Period	family are in limbo for 30 or more years, creating stress	family are in limbo for 30 or more years, creating stress	Yes	Sylvia Choi	sylvia.x.choi@gmail.com	78 Kingscliff Rise				
Y	20.2	Sylvia Choi	sylvia.x.choi@gmail.com	Oppose	Compensation	understanding occupancy and compensation	understanding occupancy and compensation	Yes	Sylvia Choi	sylvia.x.choi@gmail.com	78 Kingscliff Rise				
Y	21.1	Jinhua Liang & Lixia Cai	ljh80108@hotmail.com	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Jinhua Liang & Lixia Cai	ljh80108@hotmail.com	91 Grace Hill Dr, Dairy Flat				
Y	21.2	Jinhua Liang & Lixia Cai	ljh80108@hotmail.com	Oppose	Extent of Designation	in many cases the width of the designated coridor is excessive	withdraw NOR	Yes	Jinhua Liang & Lixia Cai	ljh80108@hotmail.com	91 Grace Hill Dr, Dairy Flat				
Y	21.3	Jinhua Liang & Lixia Cai	ljh80108@hotmail.com	Oppose	Prior Spatial Planning	urban planning of Dairy Flat should be carried out first	withdraw NOR	Yes	Jinhua Liang & Lixia Cai	ljh80108@hotmail.com	91 Grace Hill Dr, Dairy Flat				
Y	22.1	Wonchul jang	jwc0120@naver.com	Oppose	Design	Concern at how the route will be constructed and the effects of its appearance	unstated	No	Wonchul jang	jwc0120@naver.com	68 Clyde RD				
Y	22.2	Wonchul jang	jwc0120@naver.com	Oppose	Design	length of bus journey appears like it would be longer than previous plans.	unstated	No	Wonchul jang	jwc0120@naver.com	68 Clyde RD				
Y	23.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust	RA should engage with Manuhiri Kaitiaki Charitable Trust	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941		
Y	24.1	John Cross	crossjf@tra.co.nz	Oppose	Uncertain Information	level of uncertainty means it should be withdrawn	withdraw NOR	DNS	John Cross	crossjf@tra.co.nz					
Y	24.2	John Cross	crossjf@tra.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first	DNS	John Cross	crossjf@tra.co.nz					
Y	24.3	John Cross	crossjf@tra.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first	DNS	John Cross	crossjf@tra.co.nz					
Y	24.4	John Cross	crossjf@tra.co.nz	Oppose	Compensation	consider measuers to allow early acquisition, including creating fund for purchasing land	look at early acquisition	DNS	John Cross	crossjf@tra.co.nz					
Y	25.1	PetParks Limited	richardc4@icloud.com	Oppose	Timeframe/Lapse Period	30 year plan means unable to plan personal and business future.	Need to have situation fully addressed between all parties in order to achieve a timely, reasonable and fair agreement.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622	

Y	25.2	PetParks Limited	richardc4@icloud.com	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	25.3	PetParks Limited	richardc4@icloud.com	Oppose	Social Impacts	Property and business is their retirement plan, causing hardship and stress.	Supply details of the current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	25.4	PetParks Limited	richardc4@icloud.com	Oppose	Amenity. Traffic.	Will lose rural view. Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.		Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	25.5	PetParks Limited	richardc4@icloud.com	Oppose	Climate Change	Property and business is situated at a main confluence point of many of the Okura river tributaries. Likely property subjected to Global Warming effects.	Need to know what work is planned on the land around them and that the proposed ensures safety, client confidence and enable the running of their business without bookings being affected in any way.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	25.6	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	25.7	PetParks Limited	richardc4@icloud.com	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	26.1	Margaret Cross	crossjf@xtra.co.nz	Oppose	Uncertain Information	level of uncertainty means it should be withdrawn	withdraw NOR	DNS	Margaret Cross Attn: John Cross	crossjf@xtra.co.nz	Lot 1 DP 205098 Dairy Flat Highway			
Y	26.2	Margaret Cross	crossjf@xtra.co.nz	Oppose	Prior Spatial Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first	DNS	Margaret Cross Attn: John Cross	crossjf@xtra.co.nz	Lot 1 DP 205098 Dairy Flat Highway			
Y	26.3	Margaret Cross	crossjf@xtra.co.nz	Oppose	Flooding	Metro cnetre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first	DNS	Margaret Cross Attn: John Cross	crossjf@xtra.co.nz	Lot 1 DP 205098 Dairy Flat Highway			
Y	26.4	Margaret Cross	crossjf@xtra.co.nz	Oppose	Compensation	consider measurers to allow early acquisition, including creating fund for purchasing land	look at early acquisition	DNS	Margaret Cross Attn: John Cross	crossjf@xtra.co.nz	Lot 1 DP 205098 Dairy Flat Highway			
Y	27.1	John Gregory Cross	crossjf@xtra.co.nz	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	John Gregory Cross	crossjf@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	27.2	John Gregory Cross	crossjf@xtra.co.nz	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	John Gregory Cross	crossjf@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	28.1	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	28.2	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	29.1	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	29.2	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	30.1	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	30.2	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	31.1	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	31.2	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	32.1	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	32.2	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	33.1	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	33.2	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	34.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	34.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	34.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	35.1	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	Oppose	Timeframe/Lapse Period	lapse period is too long	withdraw NOR until decision are made on developing Dairy Flat	Yes	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	P O Box 102 000	North Shore	Auckland 0745	021 428 601
Y	35.2	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	Oppose	Stormwater	stormwater ponds area located where the designated areas extends.	rearrange designation boundary.	Yes	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	P O Box 102 000	North Shore	Auckland 0745	021 428 601
Y	36.1	QEII National Trust (QEII)	klindsay@qei.org.nz	Neutral	Ecology	Development to adversely impact protected values of covenants (QEII covenant 5-02-517 and QEII covenant 5-02-623).	Support exclusion of QEII covenants from the project designations. Any work that will impact QEII covenants will require their consent. Careful consideration given to activities that may impact the covenants (edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of indigenous vegetation). Presence of kauri in both covenants, biosecurity measures will be required during construction to manage and reduce spread area. See any Tree Management Plans and Ecological Management Plans that relate to covenants. Any weed control proposed to occur in the designation corridor would extend into the edge of QEII covenants to reduce impacts of the proposed works.	No	QEII National Trust (QEII) Attn: Kate Lindsay	klindsay@qei.org.nz	PO Box 3341	Wellington 6140		04 474 2133
Y	37.1	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Consultation	No investigation conducted on their land. Response/discussions are generic/basic. Lack of transparency and communication. NZTA's use of Multi-Criteria Assessment (MCA) without discussion is unreasonable.	Further extensive discussions and opinions required. Thorough investigation of their house and excluding their house/garden from designation area.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			

Y	37.2	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Uncertain Information	No cost analysis data regarding bus stations. Unanswered questions/responses vague. NZTA's insufficient and formal responses to Official Information Act requests, difficulty obtaining supporting documents and limited submission period.	Transparent information disclosure and reasonable explanations to minimize the infringement on property rights that can occur under the Public Works Act.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.3	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Social Impacts	Disrupting peaceful lives and happiness. NZTA's defined Multi-criteria Analysis criteria appears to favor NZTA's convenience and omit more critical factors. NZTA's optioneering for the Pine Valley Bus Station has been carried out without considering crucial variables and lacks a landowner's perspective or property investigation. Diminishing of emotional connection with home, and hindering potential upgrades.	Publicly assess and adjust the benefits and harms of the project, taking into account landowners and those in the surrounding areas. Variables should be taken into consideration during optioneering process	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.4	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.5	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Design	Considering bike lane support, expanding existing arterial roads and easily installing them along the highway, as observed in other areas, appears to be a simpler and more economical solution.	Remove bike lane from NOR	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.6	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone.	Use earlier layout adjacent to existing motorway	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.7	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Timeframe/Lapse Period	Time constraints meant insufficient time to articulate arguments effectively. Excessive time period (30 years) creates uncertainty and a waste of land use, preventing landowners prevented from utilizing their land.	Reject a plan that prioritizes NZTA's uncertain long-term plan (30 years). Request a more flexible approach through methods like 'Overlay,' involving collaboration with the local community or landowners, or utilizing NZTA's property acquisition method at an appropriate time. Limits NZTA's Designation authority, considering the infringement on our land-use rights and happiness.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.8	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Wellbeing	Desire to upgrade house diminishes from uncertainties. Gardening/planting trees uncertainties. Anxiety from Compulsory Land Acquisition, unaffected neighboring landowners can utilize their land for profits causing mental and material harm because of missed compensation.	Request they approach their situation impartially, ensuring a fair decision that prevents one-sided harm to them.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	37.9	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	38.1	Penny O'Hara	pennyf007@gmail.com	Oppose	Consultation	Feel that they have been misled and precluded from consultation. Complaints on ethics went unheeded, neither AT or NZTA has an ethics complaint process and boards disinterested.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	38.2	Penny O'Hara	pennyf007@gmail.com	Oppose	Statutory Planning. Alternatives.	An entity that does not exist with no governance. Review conducted by internal staff with no external reviews creates poor outcome. Section 171(1) part a. of RMA requires council to consider effects on the environment having regard to NPS, RPS, alternative sites, routes or methods. DBC does not provide adequate information to allow council to meet this requirement. Issuing NoR's for the purpose of protecting the route are not necessary in the case of existing developed lifestyle blocks.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed. Affected parties should be given the opportunity to be heard, and that decision makers should be unbiased.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	38.3	Penny O'Hara	pennyf007@gmail.com	Oppose	Economic	Extra money spent for 6-8% extra passengers while increasing the travel time of the other 90%+ by 10-15 minutes. Unit economics and economic benefits are so weak and scrutiny by affected parties is so feared that obfuscation and misinformation is required. Risk free land grab with a financial upside for SGA. Provides a handy surplus for the shopping centre etc. A covenant holder not under NoR will have complete control over any aspect that extends beyond the NoR affected property. They can either frustrate activities altogether or force a situation where SGA acquire the other homes under covenant on the open market. Cost implications of this will be disastrous.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	38.4	Penny O'Hara	pennyf007@gmail.com	Oppose	Zoning	Council zoning prohibits more intensive development and any future change to their property is entirely within council's control.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	38.5	Penny O'Hara	pennyf007@gmail.com	Oppose	Social Impacts	Residents in our 60's. The enjoyment of our homes and later resale to fund our retirement is the fruit of a lifetime of hard work.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	38.6	Penny O'Hara	pennyf007@gmail.com	Oppose	Timeframe/Lapse Period	Proposed development unfunded and not able to proceed before 2050. Project can be cancelled after 30 years and they have no comeback.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	38.7	Penny O'Hara	pennyf007@gmail.com	Oppose	Extent of Designation	Designation size is an overreach and an unfair/unwarranted expropriation of property owners rights under the Bill of Rights.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	No	Penny O'Hara	pennyf007@gmail.com	88 Grace Hill Drive	Dairy Flat	Auckland 0792	021476909
Y	39.1	HY North Limited	nickr@barker.co.nz	Oppose	Economic	No justification or funding allocated therefore it seems fanciful.	Any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term. More appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland.	Yes	HY North Limited Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330

Y	39.2	HY North Limited	nickr@barker.co.nz	Oppose	Environment	Sterilising the land until funding is does not represent the sustainable management of a natural and physical resource.	Any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term. More appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland.	Yes	HY North Limited Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	39.3	HY North Limited	nickr@barker.co.nz	Oppose	Design	Proposed route extends the RTC significantly west of the existing busway, and will sterilise land that would otherwise be subject to integrated future urbanisation, with no justification.	Any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term. More appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland. NoR 1 be realigned, to extend the northern RTC along SH1, consistent with the northern busway.	Yes	HY North Limited Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	39.4	HY North Limited	nickr@barker.co.nz	Oppose	Extent of Designation	Opposes extent of designation boundary of NoR 1. Area much greater than what is required for proposed road design which is between 14 metres wide and 20 metres wide (where the active mode facility is alongside the RTC). Insufficient consideration/reasoning have been given which has the consequential effect of significantly limiting or preventing future development opportunities for land subject to the designation.	Any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term. More appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland. Review and reduce to minimise the required land take, and reflect actual and reasonable area of land that is needed to accommodate the appropriate future design for the new RTC. That Schedule 1 of the proposed conditions of NoR 1 be amended following review of the extent of the designation boundary. Amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	HY North Limited Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	39.5	HY North Limited	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Opposes lapse date proposed at Condition 4, of 30 years. Extension of 25 years to the lapse period proposed is excessive and will prevent future development opportunities progressing in a cohesive and integrated manner.	Lapse date should be 5 years after the date on which the NoR is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan.	Yes	HY North Limited Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	40.1	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Transport	270-300 Postman Road. Generally support NoRs as will have a positive transport outcome for Auckland and make NSA more accessible.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Yes	North Shore Aero Club Incorporated Attn: David Haines	Davidhaines@civilplan.co.nz	Suite 12A Level 12	17 Albert Street Auckland City	Auckland 1010	021677432
Y	40.2	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Road Design	Consultation required during detailed design to ensure operation of NSA can continue.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Yes	North Shore Aero Club Incorporated Attn: David Haines	Davidhaines@civilplan.co.nz	Suite 12A Level 12	17 Albert Street Auckland City	Auckland 1010	021677432
Y	41.1	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Environment	Fails to promote sustainable management of natural and physical resources and meet the RMA. Sprawl across valuable farmland, effects environment. Utilising best land for transport and leaving flood prone land for housing, food crops and recreation.	Withdraw NoR.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.2	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Design	Fails to meet needs of future generations. Wastes time travelling to and from work. Encourages long commutes.	Housing should be concentrated within city limits. Should provide 15 min cities.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.3	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Wellbeing	Fails to enable social, economic, and cultural wellbeing of Auckland community.	Proceed with early acquisition.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.4	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Statutory Planning	Inconsistent with purposes and provisions of AUP and RPS. Inconsistent with RMA (sections 74 and 75 and functions of Auckland Council under section 31). Is not reasonably necessary to achieve objectives of requiring authority for which designations are sought.	Withdraw NoR.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.5	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Alternatives	Fails to comply with s171(1)(b) of RMA. Does not give alternative sites, routes and methods.	Withdraw NoR.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.6	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Social Impacts	Relocate for retirement. Spent time renovating.	Proceed with early acquisition.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.7	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Economic	Faced with living in a property that is unsaleable. Locked in there unable to move on with their lives. Unwise to renovate. No interested buyers in property.	Proceed with early acquisition.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	41.8	Burrell Family Trust	Aidan@bankside.co.nz	Oppose	Extent of Designation	Covers entire property. Cut vatter through vast majority of home.	Proceed with early acquisition.	Yes	Burrell Family Trust Attn: Aidan Cameron	Aidan@bankside.co.nz	Bankside Chambers, Level 22	88 Shortland Street	Auckland, 1140	093079955
Y	42.1	Spencer Marine boatbuilders Ltd	extremefishing@xtra.co.nz	Oppose	Extent of Designation	Strongly disagrees with NoR on their property.	Strongly opposes.	No	Spencer Marine boatbuilders Ltd Attn: Richard Spencer	extremefishing@xtra.co.nz				
Y	43.1	Fulton Hogan Land Development	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	Oppose	Extent of Designation	No clear justification or funding allocated. Does not represent the sustainable management of a natural and physical resource/RMA. Proposed route extends the RTC significantly west of existing busway, sterilising land that is subjected to integrated future urbanisation. Opposes spatial extent of the designation boundary. Land much greater than what is required for the proposed road design which is between 14 metres wide and 20 metres wide. Insufficient consideration and reasoning have been given to the overall area of land being proposed. Prevents future development opportunities for land subject to the designation.	Continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland. RTC realigned to run adjacent along SH1, as a continuation of the existing northern busway. Review and reduce boundary to minimise required land take, and reflect actual and reasonable area of land that is needed to accommodate the appropriate design for the RTC.	Yes	Fulton Hogan Land Development Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	43.2	Fulton Hogan Land Development	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	Oppose	Timeframe/Lapse Period	Oppose lapse date proposed at Condition 4 of 30 years. Lapse period is excessive and will prevent future development opportunities progressing cohesively. Sterilising the land until funding is allocated does not represent Part 2 of the RMA.	Reviewed and reduced lapse period to be consistent with section 184(1) of the RMA (5 years).	Yes	Fulton Hogan Land Development Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	43.3	Fulton Hogan Land Development	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fulton Hogan Land Development Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330
Y	43.4	Fulton Hogan Land Development	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	Yes	Fulton Hogan Land Development Attn: Nick Roberts - Barker & Associates	nickr@barker.co.nz ; Gregory.Dewe@fultonhogan.com	PO Box 1986,	Shortland Street	Auckland, 1140	0296668330

Y	44.1	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Earthworks	Earthwork activities come close to existing residential sites. Concerns have stemmed from erosion following flooding events.	Dust, vibration and noise need to be managed and certainty regarding conditions for the proposed earthworks. Residents want certainty that cut will not lead to instability on their site. Want to understand the proposed methodology, potentially with the inclusion of monitoring, to make sure there is no subsequent slippage.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson, Chester Consultants Ltd	hamish@chester.co.nz	Level 1 28 The Warehouse Way	Northcote	Auckland 0627	021707740
Y	44.2	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Construction Effects	Noise associated with the earthworks and construction of road. State Highway 1 near site, but existing relief of land means traffic noise is not overly perceivable.	Depending on the location and size of any acoustic barriers Association would like to see details regarding softening of appearance of barriers and request barriers be recessive colours and screened from all sites by vegetation. Provide clarification on mitigation for the construction period ie acoustic barriers and hours of operation. Clarification on whether those barriers will remain in place when the road is operational.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson, Chester Consultants Ltd	hamish@chester.co.nz	Level 1 28 The Warehouse Way	Northcote	Auckland 0627	021707740
Y	44.3	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Ecology	Vegetation clearance within the sensitive ecological area.	Request visibility of management plans and proposed works methodology to make sure the habitat of the fauna of that area are acknowledged and managed appropriately. Compensatory planting will be required as residents would welcome input into the location of any replanting. Areas within the association land that would benefit from additional planting as part of the Association's long-term plan to improve ecological habitat and linkages on the Estate.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson, Chester Consultants Ltd	hamish@chester.co.nz	Level 1 28 The Warehouse Way	Northcote	Auckland 0627	021707740
Y	44.4	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Extent of Designation	Current amenity value and character currently enjoyed by residents will be lost to an engineered batter further strengthening the view that rolling back compromised land is not preferred. Land in the north of Estate that will be severed by the proposed RTC from the Estate will be sandwiched between SH1 improvements and RTC designation and will be partially occupied by a footpath/cycleway.	Residents would prefer for that land to remain in the ownership of the Transport Agency. Gives certainty regarding uncertainty regarding earth worked area and potentially ongoing remedial works if there were future slips. Agency acquire land in North.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson, Chester Consultants Ltd	hamish@chester.co.nz	Level 1 28 The Warehouse Way	Northcote	Auckland 0627	021707740
Y	45.1	Fang Yang	mellyyang0319@gmail.com	Oppose	Extent of Designation	Extent of our property covered by NoR is excessive. Feel vulnerable toward the NZTA plan. Planned highway widening can be accomplished without encroaching their house which limits their ability to make any alterations and extensions to our home.	Amend NoR to reduce extent of land coverage to the realistic minimum needed for the future highway widening.	No	Fang Yang	mellyyang0319@gmail.com	39 Wright Road	RD 4 Dairy Flat		0212768688
Y	45.2	Fang Yang	mellyyang0319@gmail.com	Oppose	Extent of Designation	Contemplating selling property in near future to move school zones for children but buyers will be put-off by the large extent of the proposed designation.	If the property does not sell, we will require NZTA to purchase the entire property.	No	Fang Yang	mellyyang0319@gmail.com	39 Wright Road	RD 4 Dairy Flat		0212768688
Y	46.1	Brian LeGros	brian@whitehouse.co.nz	Oppose	Timeframe/Lapse Period	Level of uncertainty due to 30 year timeline, affecting the existing community as the process is unfunded/unsupported by the incoming government.	Withdraw NoR 1 and be heard at the hearing.	Yes	Brian LeGros	brian@whitehouse.co.nz				
Y	47.1	Yurada DeWinter	yuradaw@hotmail.com	Oppose	Consultation	Representatives of SGA misled submitters at planned meeting. Ethics went unheeded and neither AT or NZTA has an ethics complaint process. Precluded any form of effective consultation or scrutiny of their assertions and heroic assumptions.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed.	No	Yurada DeWinter	yuradaw@hotmail.com	62 Grace Hill Drive	Dairy Flat	Auckland 0792	
Y	47.2	Yurada DeWinter	yuradaw@hotmail.com	Oppose	Economic	Risk free land grab with a financial upside of using the land taken for other purposes. Severe penalties on owners. Open market sale and additions to properties not possible.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed.	No	Yurada DeWinter	yuradaw@hotmail.com	62 Grace Hill Drive	Dairy Flat	Auckland 0792	
Y	48.1	Simon Dewinter	symdr@xtra.co.nz	Oppose	Economic	Expensive.	Withdraw NoR 1 asap.	No	Simon Dewinter	symdr@xtra.co.nz	62 Grace Hill Drive	Dairy Flat	Auckland 0792	
Y	49.1	Greg & Paulene Gordon	greg@legacy.co.nz	Oppose	Social Impacts	Place to retire grow vegetables, fruit and sheep. Take their property that they have worked hard for.	Want to be heard at the hearing.	Yes	Greg & Paulene Gordon	greg@legacy.co.nz	65 Grace Hill Drive	Dairy Flat	Auckland 0792	
Y	49.2	Greg & Paulene Gordon	greg@legacy.co.nz	Oppose	Economic	Property and other properties around theirs devalued. Bought as an investment because land was going to be sub dividable. Land would increase in value and assist us financially in our retirement.	Want to be heard at the hearing.	Yes	Greg & Paulene Gordon	greg@legacy.co.nz	65 Grace Hill Drive	Dairy Flat	Auckland 0792	
Y	49.3	Greg & Paulene Gordon	greg@legacy.co.nz	Oppose	Flooding	Proposed route goes through land that always floods in extreme weather events.	Route beside the motorway is most ideal. Want to be heard at the hearing.	Yes	Greg & Paulene Gordon	greg@legacy.co.nz	65 Grace Hill Drive	Dairy Flat	Auckland 0792	
Y	50.1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Heritage	Historic heritage features/places (archaeological, CHI, and potential) are identified within NoR are Archaeological site R10/737 - Kelly Homestead, Archaeological site R10/1472 - Historic cemetery, CHI #22186 - Weiti Portage, Two potential historic heritage places: i. 90 Old Pine Valley Road and ii. 1603 Dairy Flat Highway	Consideration, management, and mitigation of effects from the purpose of the designation on the historic heritage values of the place are required to ensure effects are appropriately mitigated. Through the archaeological and heritage assessment manage potential impacts, and mitigate effects resulting from the future construction through the preparation of a Historic Heritage Management Plan ('HHMP') before construction of NoR 1 commences.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291		Auckland 1143	0276840833
Y	50.2	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 21 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix).	Review condition 21.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291		Auckland 1143	0276840833
Y	51.1	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Economic	Nothing more than a "pipe dream" or a planning proposal with no work scheduled and no budget set down for the work. Restrict the use, value and saleability of the Trust's property for an undetermined period of time. Further, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some ambitious assumptions, at best. The additional length of corridor and massive earthworks required indicate the currently-proposed route will be much more costly than the motorway route, which only makes economic sense if it generates large additional ridership on the rapid transit scheme. The analyses presented by Supporting Growth will be challenged at the hearing.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenport Law	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632	
Y	51.2	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Environment	Fails to promote sustainable management of natural and physical resources and meet the RMA.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenport Law	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632	
Y	51.3	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Design	Fails to meet needs of future generations.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenport Law	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632	

Y	51.4	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Wellbeing	Fails to enable social, economic, and cultural wellbeing of Auckland community.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	51.5	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Statutory Planning	Inconsistent with purposes and provisions of AUP and RPS. Inconsistent with RMA (sections 74 and 75 and functions of Auckland Council under section 31). Is not reasonably necessary to achieve objectives of requiring authority for which designations are sought.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	51.6	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Alternatives	Fails to comply with s171(1)(b) of RMA. Does not give alternative sites, routes and methods.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	51.7	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Social Impacts	Life thrown into complete chaos.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	51.8	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Timeframe/Lapse Period	Claiming land for possible transportation corridors decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs and nodes. Rejects premise there is a need now to reserve land for the future transportation network, that has no plans, no budget and no public input.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	51.9	The Trustees of the Aquamarina Trust	nick@davenportslaw.co.nz	Oppose	Environment	To the south of Dairy Stream, there are many constraints that will impede future urbanisation, including floodplains, steep topography, fragmented land ownership, existing high-value dwellings and land title covenants.	Withdraw NoR.	Yes	The Trustees of the Aquamarina Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.1	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Environment	Fails to promote sustainable management of natural and physical resources and meet the RMA.	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.2	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Design	Fails to meet needs of future generations.	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.3	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Wellbeing	Fails to enable social, economic, and cultural wellbeing of Auckland community.	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.4	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Statutory Planning	Inconsistent with purposes and provisions of AUP and RPS. Inconsistent with RMA (sections 74 and 75 and functions of Auckland Council under section 31). Is not reasonably necessary to achieve objectives of requiring authority for which designations are sought.	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.5	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Alternatives	Fails to comply with s171(1)(b) of RMA. Does not give alternative sites, routes and methods.	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.6	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Extent of Designation	The proposed NoR covers a substantial portion of our site, which is required for the proposed RTC (including significant cut batter slopes and stormwater conveyance across our site).	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	52.7	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	nick@davenportslaw.co.nz	Oppose	Economic	No interested buyers in property.	NZTA purchase property at market value.	Yes	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust Attn: Nick Kearney Davenportslaw	nick@davenportslaw.co.nz	Building 2, 331 Rosedale Rd	Albany	Auckland, 0632
Y	53.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. Not been unable to sale/enter into an agreement for the sale at a price not less than the market value that the Submitters' Land would have had.	Decline NoR or amend NoR to reduce extent of Nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz			
Y	53.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline NoR or amend NoR to reduce extent of nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz			
Y	53.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Does not enable the social, economic and cultural wellbeing of the community.	Decline NoR or amend NoR to reduce extent of Nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz			
Y	53.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline NoR or amend NoR to reduce extent of nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz			
Y	53.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline NoR or amend NoR to reduce extent of Nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz			
Y	53.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline NoR or amend NoR to reduce extent of nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz			
Y	54.1	Christine Gray	82acgray64@gmail.com	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Christine Gray	82acgray64@gmail.com	220 Postman Road, Dairy Flat		
Y	54.2	Christine Gray	82acgray64@gmail.com	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Christine Gray	82acgray64@gmail.com	220 Postman Road, Dairy Flat		

Y	54.3	Christine Gray	82acgray64@gmail.com	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Christine Gray	82acgray64@gmail.com	220 Postman Road, Dairy Flat			
Y	54.4	Christine Gray	82acgray64@gmail.com	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Christine Gray	82acgray64@gmail.com	220 Postman Road, Dairy Flat			
Y	55.1	Rebekah Bourhill	rebekah@insighteds.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Rebekah Bourhill	rebekah@insighteds.co.nz				
Y	55.2	Rebekah Bourhill	rebekah@insighteds.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Rebekah Bourhill	rebekah@insighteds.co.nz				
Y	55.3	Rebekah Bourhill	rebekah@insighteds.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Rebekah Bourhill	rebekah@insighteds.co.nz				
Y	55.4	Rebekah Bourhill	rebekah@insighteds.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Rebekah Bourhill	rebekah@insighteds.co.nz				
Y	56.1	Yixue Chen	chenyixue1987@gmail.com	Oppose	Traffic	The council plans to build a new centre on Grace Hill Dr, but the Nor1 new road will cross it. Traffic will be a huge problem for the High-Density Residential Zone here.	New road should avoid the new centre area.	Yes	Yixue Chen	chenyixue1987@gmail.com				
Y	57.1	Auckland Council Parks and Community Facilities	bianka.griffiths@aucklandcouncil.govt.nz	Oppose	Environment	Concerned about effects on their property, 161 Ahutoetoe Road, Pine Valley. Effects include vegetation, bush, stream, management area and protective interests secured over the property.	Avoid all effects on the property at 161 Ahutoetoe Road so that its natural features are preserved and maintained.	Yes	Auckland Council Parks and Community Facilities Attn: Bianca Griffiths	bianka.griffiths@aucklandcouncil.govt.nz	Auckland House - Level 12 135 Albert Street Auckland Auckland 1010			
Y	58.1	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Timeframe/Lapse Period	30 year term blights land and is flawed.	Withdrawal of NoR or require lapse periods for the designations of 5 years.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
Y	58.2	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Uncertain Information	Lack of detail around access arrangements, station design, amenity protection, landscaping, proposal, deferral of decision making to later management plans. No consultation/information on how RTN/Station will integrate and address property effects.	Withdrawal of NoR or inclusion of conditions/plans detailing integration of designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property form bus noise) and landscape treatment of the boundaries.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
Y	58.3	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Management Plans	Management plans to come later, possibly at Outline Plan stage, is not acceptable.	Withdrawal of NoR or inclusion of conditions/plans detailing integration of designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property form bus noise) and landscape treatment of the boundaries.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
Y	58.4	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Blight	"Do it later" approach undermines FDS strategy, will blight private properties for decades. Interim uses for rural activities are impacted, given the disincentive to spend money maintaining farming facilities.	Withdrawal of NoR or require lapse periods for the designations of 5 years. Withdrawal of NoR or inclusion of conditions/plans detailing integration of designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property form bus noise) and landscape treatment of the boundaries.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
Y	59.1	Stephanie and Bill Jiang	stephj4729@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Withdraw NoR 1.	Yes	Stephanie and Bill Jiang	stephj4729@gmail.com	93 postman Rd			
Y	59.2	Stephanie and Bill Jiang	stephj4729@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Withdraw NoR 1.	Yes	Stephanie and Bill Jiang	stephj4729@gmail.com	93 postman Rd			
Y	59.3	Stephanie and Bill Jiang	stephj4729@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Withdraw NoR 1.	Yes	Stephanie and Bill Jiang	stephj4729@gmail.com	93 postman Rd			
Y	59.4	Stephanie and Bill Jiang	stephj4729@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Withdraw NoR 1. Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Stephanie and Bill Jiang	stephj4729@gmail.com	93 postman Rd			
Y	60.1	Yibin CHEN and Zhide ZHAO	yiton28@hotmail.com	Oppose	Social Impacts	Experienced racism and bullying.	Oppose.	Yes	Yibin CHEN and Zhide ZHAO Attn: Shirley Chen	yiton28@hotmail.com	34 Monaghan Ave	Mt Albert	Auckland 1025	021 1837133
Y	61.1	Vincent Stones	glenda.df@hotmail.com	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Vincent Stones	glenda.df@hotmail.com				
Y	61.2	Vincent Stones	glenda.df@hotmail.com	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Vincent Stones	glenda.df@hotmail.com				
Y	61.3	Vincent Stones	glenda.df@hotmail.com	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Vincent Stones	glenda.df@hotmail.com				
Y	61.4	Vincent Stones	glenda.df@hotmail.com	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Vincent Stones	glenda.df@hotmail.com				
Y	62.1	Nick Montague-Brown	nick@outdooraction.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Nick Montague-Brown	nick@outdooraction.co.nz				
Y	62.2	Nick Montague-Brown	nick@outdooraction.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Nick Montague-Brown	nick@outdooraction.co.nz				
Y	62.3	Nick Montague-Brown	nick@outdooraction.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Nick Montague-Brown	nick@outdooraction.co.nz				
Y	62.4	Nick Montague-Brown	nick@outdooraction.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Nick Montague-Brown	nick@outdooraction.co.nz				
Y	63.1	Phillipa Hanson	hansonfa@xtra.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Phillipa Hanson	hansonfa@xtra.co.nz				
Y	63.2	Phillipa Hanson	hansonfa@xtra.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Phillipa Hanson	hansonfa@xtra.co.nz				
Y	63.3	Phillipa Hanson	hansonfa@xtra.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Phillipa Hanson	hansonfa@xtra.co.nz				
Y	63.4	Phillipa Hanson	hansonfa@xtra.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Phillipa Hanson	hansonfa@xtra.co.nz				
Y	64.1	Eunju kim	nnzzziidd@gmail.com	Oppose	Economic	Financial burden without clear justification for its creation. Question wisdom of investing in a bus corridor through rural areas, especially when there is uncertainty about its future necessity and concerns about potential budget overruns.	Consider a more efficient, cost-effective, and minimally disruptive alternative that aligns with the needs and preferences of the local community.	No	Eunju kim	nnzzziidd@gmail.com	69 Rangihina Road	Hobsonville		
Y	64.2	Eunju kim	nnzzziidd@gmail.com	Oppose	Consultation	Lack of transparency regarding the need for such an extensive project.	Enhance public awareness and understanding of the project, as many residents may not be fully informed about its details.	No	Eunju kim	nnzzziidd@gmail.com	69 Rangihina Road	Hobsonville		
Y	64.3	Eunju kim	nnzzziidd@gmail.com	Oppose	Social Impacts	Visual impact of a concrete barrier or fence separating the residential area from the bus corridor. Large structure passing through a residential neighborhood may not harmonize well with the existing surroundings. Potential for graffiti, noise, and an unattractive appearance around the bus corridor is a concern. Maintenance issues could further contribute to the deterioration of the area's visual appeal over time.	Review and modify the proposal to ensure a practical, cost-effective, and community-friendly solution for the future of the Dairy Flat area.	No	Eunju kim	nnzzziidd@gmail.com	69 Rangihina Road	Hobsonville		

Y	64.4	Eunju kim	nnzzziidd@gmail.com	Oppose	Design	Design of bus route does not seem to efficiently connect Silverdale and Albany, raising doubts about its effectiveness.	Consider alternatives such as designated bus lanes during peak hours. This could be a more cost-effective and practical solution to address traffic congestion.	No	Eunju kim	nnzzziidd@gmail.com	69 Rangihina Road	Hobsonville		
Y	65.1	Jane Mason	jane@janemasonstudios.com	Oppose	Heritage	Inadequate consideration to the historic nature of the property due to the presence of the historical Pillbox placement. Under the proposed earthworks the Pillbox CH#13674 will likely be demolished or adversely affect the structure losing all historic value significant in the process. Original 1928 homestead relocated from corner of Parnell and Gladstone Rd.	Abandonment of acquisition of home due to excessive conservative earthworks in favour of alternative slope stability measures that would allow for the works to continue yet still allow for them to maintain possession of property.	Yes	Jane Mason	jane@janemasonstudios.com				
Y	65.2	Jane Mason	jane@janemasonstudios.com	Oppose	Construction Effects	Inadequate consideration to alternative earth stabilisation measures in lieu of open cut / battered slopes that would allow the family home and residence to remain and maintain its current amenity. The costs of which may be more economic versus the forced purchase of our family home.	Abandonment of acquisition of home due to excessive conservative earthworks in favour of alternative slope stability measures that would allow for the works to continue yet still allow for them to maintain possession of property.	Yes	Jane Mason	jane@janemasonstudios.com				
Y	66.1	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Stormwater. Wastewater.	Location of stormwater treatment / attenuation device associated with designation will sanitise land between RTC and site boundary. Designation will create a divide between eastern and western portions of site. Designation will intercept features associated with servicing (i.e stormwater wetlands, wastewater disposal field etc). Servicing difficulties will arise.	Any required services relocation shall be undertaken at the required authority's expense and shall only be undertaken with the approval of the utility operator.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.2	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Uncertain Information	Unclear of relationship between RTC and collector road detailed within the Dairy Flat Structure Plan and to be partially delivered by AW Holdings. Collector road has not been shown on any of the NoR 1 plans.	That the relationship with the east – west collector road identified within the Dairy Flat Structure Plan and to be partially delivered by AW Holdings is reviewed and addressed.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.3	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	Proposed alignment will not meet the required 91m setback from the boundary of the proposed data centre site.	A 91m setback will achieve the separation distance required to mitigate potential risks to the data centre operator.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.4	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Extent of Designation	Extended designation boundary is required to accommodate RTC and associated works, such as cut/fill batters, proposed wetlands and site compound and construction areas. Proposed designation boundary appears to unnecessarily extend beyond the area identified in NoR 1 documentation as required for road upgrades. As a consequence of a such a wide designation boundary, there is the unnecessary exercise and cost of acquiring additional land take, restricting future development potential of a significant portion of land in this part of Dairy Flat as Section 176 of the RMA would apply, which prevents any person from subdividing or changing the character, intensity, scale or use of designated land without the written consent of the requiring authority. Sterilise a significant number of properties for a road project that is fanciful.	Extent of the designation boundary of NoR 1 in relation to the Site be reviewed and realigned. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.5	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Environment	No clear justification or funding allocated. Does not represent sustainable management of a natural and physical resource. Route extends RTC west of existing busway, sterilising land for integrated future urbanisation, with no justification.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.6	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Consultation	Issues with level of consultation and certainty of outcomes.	AW Holdings to work with SGA to resolve consultation and certainty of outcomes prior to preparing evidence for a hearing so that AW Holdings can have assurance the decisions being made will have appropriate outcomes for the transport network and proposed Surf Park and Data Centre activities on the site. Appropriate consultation is undertaken during the preparation of the following management plans as referenced in the proposed NoR 1 conditions: (i) Construction Environmental Management Plan (ii) Stakeholder and Communication and Engagement Management Plan (iii) Construction Traffic Management Plan (iv) Construction Noise and Vibration Management Plan (v) Network Utilities Management Plan (vi) Network Integration Management Plan	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.7	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	Will affect development of Auckland Surf Park site, that is currently lodged.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.8	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	In future proofing the corridor for light rail, the grade has been designed to be less than 3% around future stations. No stations are indicated within the Site.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.9	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Extent of Designation	Designation boundary varies in width and shape on the western side but is hard up against the Site's eastern boundary (between the surf park and the data centre). Actual RTC corridor looks to sit closer to the west rather than being at the centre of the designation boundary.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.10	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Access	Not clear where specifically this new access road could be or how the designation conditions or Outline Plan captures the new access road, a road is proposed running east-west of the Site on the southern boundary, along the indicative Collector Road alignment within the Structure Plan.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.11	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Stormwater	Assessment of Alternatives includes discussion on corridor alignment specific to the Site and has considered the option of relocating the corridor some 20 m to the east. They concluded that relocating it is not preferred for reasons being the number of properties it affects and stormwater/environmental effects. However it notes that there is flexibility within the proposed designation for minor adjustments to the RTC itself.	Recommend design team consider flip location of stormwater treatment devices (to be on the western side of the RTC) to push corridor east, providing more space for development. Offset required for the data centre being 91 m. This will need to be carefully considered.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.12	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	Shifting RTC alignment within Site poses a constraint, since proposed bridge over Wilks Road has to be considered when looking at the heights and alignment through the Site.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.13	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Stormwater	South of solar farm is a "stormwater treatment/attenuation device". Consideration to this device will need to be given if the RTC alignment is shifted.	More efficient use of land may occur if the treatment device is located to the western side of the corridor	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				

Y	66.14	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	There are some lodges indicated on the Site plan which overlaps the designation boundaries.	These will need to be relocated to keep clear of the designation, as permanent structures will not be permitted within the designation.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.15	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	Around chainage 11300 to 11450 overleaf is a bridge over the tributary to the Rangitopuni stream. Not able to speak of this structure (leaving that matter for the civil engineers appointed by the Applicant).	Expect that SGA will seek to construct the shortest/most direct crossing with minimal impact to the environment, which may mean a straight alignment across the tributary. On the north and south approaches of the bridge, the NOR1 plan shows an earthworks fill (in green) which will need to be considered if changes to this bridge is sought. This may result in a wider designation footprint, for example if a larger fill area is needed.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.16	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Earthworks. Design.	The designation corridor is assumed to tie in with existing levels, as such the corridor includes cut and fill earthworks which are quite generous.	As the Site is to be redeveloped, there may be an opportunity to narrow the designation corridor once proposed levels are known. Should ground levels be developed to assist the designation corridor considerably, a roll back of the designation may be possible through the Enabling Works as allowed for through designation conditions. Flow is actively assisting on similar conditions through other NORs.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.17	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design. Uncertain Information.	At chainage 11000, the east-west Collector Road that the Applicant is proposing to deliver as part of the Site's redevelopment is shown overlapping the proposed RTC corridor at ground level. This is a significant risk. At all crossing points along the 16 km route, the RTC has been assumed to cross over or under roads but it has not shown the new Collector Road which was part of the Structure Plan. Assumed that the east-west collector road to be at-grade, noting that at the time of the Fast-Track Consenting design, little information on the design principles of the RTC were known, other than a plan being provided. The low gradients used for the RTC mean that any increase and decrease in levels results in a long transition.	Amend NoR.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.18	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Design	Given the presence of water to the north and the gradients being used, the logical response will be for the RTC to cross over the east-west collector road. The effect of this is that the fill batter may be larger and the construction zone may extend further than the currently proposed designation boundaries.	Since nothing is proposed within the Site some 90m west and 50m east of the current fill batters currently, expected a larger fill batter can be accommodated without significant impact on the Site's redevelopment. Proposed data centre building is about 15m east of NOR1 with car parking and a vehicle accessway proposed within this 15m envelope. If the designation boundary encroaches over this space as a result of larger batters, this may impact on the car parking layout proposed. Use of land that sits within the designation will be subject to the appropriate approvals from Waka Kotahi. Opportunities on how to cross the east-west collector road and what implications this has on the batters and designation extent needs to be assessed.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.19	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Wastewater	RTC traverses north-south through the proposed wastewater disposal fields which is a critical risk to the surf park development based on the area required to adequately dispose of the wastewater. Timeline for public wastewater servicing has not been provided. RTC will create a physical barrier between the Data Centre and surf park pump station and disposal field. If public wastewater is not provided to the site, or there is no connection from the East (which would need a pump station), the DC could be cut off from the pump station and disposal field provided by the surf park.	A new disposal field on the eastern side of the RTC, or within the DC site, would need to be provided. There is currently no land set aside with the DC for a wastewater disposal field.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.20	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Stormwater	RTC and designation boundary will remove a space available for wetland which is intended to service the data centre and adjacent property. Physical barrier created by RTC embankment may cause issues when creating drainage links from properties to wetland. Further issues with current design option of an open channel located along the eastern boundary of RTC designation area.	Amend NoR.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.21	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Water Supply	Future water supply (from Orewa II Ring Main). RTC would create a physical barrier induce significant additional costs/complications.	Trenchless methodology required to service the areas cut off by the RTC.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.22	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Access. Road Design. Extent of Designation.	Proposed RTC vertical alignment located near existing ground levels where it crosses collector road is considered a significant risk based on current at grade crossing point designed. Issues raised on current height and extent of bridging required to span a relatively small stream. Creating potentially large embankments and bridge structures cutting off the amenities from the surf park. Embankment height - Chainage 11000-Ch 11300. At an estimated embankment height of approximately 4.0 m, the batters and associated designation area have a significant footprint.	Surf Park's proposed finished surface levels were not known and existing levels were used. Using the proposed levels, there may potentially be a 1.0 m meter reduction in embankment height.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				
Y	66.23	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Construction Effects	NOR document is silent with air quality implications.	If the external air quality is poor due to the RTC, additional filtration would be required, and these would need to be replaced more regularly (especially during construction). Standard Data Centre requirement. Minimum air quality requirements for Data Centre need to be in accordance with AUP E14 (in construction phase and in operation). External Airborne Corrosivity shall be in accordance with ANSI/ISA-71.04-2013 (less than Level G2). Requirements will need to be included in the RTC Resource Consent Conditions – construction phase and operation. (shall be referenced in the Construction Environmental Management Plan). Noise and Vibration limits would need to be included in the RTC Resource Consent Conditions for construction phase and operation to minimise any adverse effect on the Data Centre and the sensitive electronic equipment housed within the facility.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz				

Y	66.24	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Conditions	Surf Park and Data Centre shall be consulted during preparation of RTN Resource Consent Conditions process - for security of service supply.	Construction Environmental Management Plan (CEMP) will need to form part of the conditions. The RTN installation would affect power reticulation from Solar Farm Switching station and 2 major fibre routes to the Data Centre. The Heat Exchange pipe system between Data Centre and Surf Park would also be affected by the RTN installation.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz					
Y	66.25	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Timeframe/Lapse Period	Waka Kotahi proposes an extended lapse period of 30 years for implementation of the proposed designation, however this lapse period is excessive and needs to be reduced.	Reduce lapse date to 5 years.	Yes	AW Holdings 2021 Limited Partnership Attn: Magdalena Regnault	magdalenar@barker.co.nz					
Y	67.1	Philip Andrew Stevens	philmar@outlook.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Philip Andrew Stevens	philmar@outlook.co.nz					
Y	67.2	Philip Andrew Stevens	philmar@outlook.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Philip Andrew Stevens	philmar@outlook.co.nz					
Y	67.3	Philip Andrew Stevens	philmar@outlook.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Philip Andrew Stevens	philmar@outlook.co.nz					
Y	67.4	Philip Andrew Stevens	philmar@outlook.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Philip Andrew Stevens	philmar@outlook.co.nz					
Y	68.1	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Withdraw NoR 1.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive RD 2	Albany	Auckland 0792		
Y	68.2	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Withdraw NoR 1.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive RD 2	Albany	Auckland 0792		
Y	68.3	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Withdraw NoR 1.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive RD 2	Albany	Auckland 0792		
Y	68.4	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Withdraw NoR 1. Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of 'least regret.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive RD 2	Albany	Auckland 0792		
Y	69.1	Stephen Walker	walkers10@xtra.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Stephen Walker	walkers10@xtra.co.nz					
Y	69.2	Stephen Walker	walkers10@xtra.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Stephen Walker	walkers10@xtra.co.nz					
Y	69.3	Stephen Walker	walkers10@xtra.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Stephen Walker	walkers10@xtra.co.nz					
Y	69.4	Stephen Walker	walkers10@xtra.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Stephen Walker	walkers10@xtra.co.nz					
Y	70.1	Dairy Flat Land Owners Group	katie.charlton@aia.com	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Dairy Flat Land Owners Group Attn: Katie Charlton	katie.charlton@aia.com					
Y	70.2	Dairy Flat Land Owners Group	katie.charlton@aia.com	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Dairy Flat Land Owners Group Attn: Katie Charlton	katie.charlton@aia.com					
Y	70.3	Dairy Flat Land Owners Group	katie.charlton@aia.com	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Dairy Flat Land Owners Group Attn: Katie Charlton	katie.charlton@aia.com					
Y	70.4	Dairy Flat Land Owners Group	katie.charlton@aia.com	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Dairy Flat Land Owners Group Attn: Katie Charlton	katie.charlton@aia.com					
Y	71.1	Rachel Venn	rachel.venn@me.com	Oppose	Timeframe/Lapse Period	Impact on property, price and community driven by the uncertainty of the project for the next 30 years (timeline unfair on owner).	NORs withdrawn until a definite decision is guaranteed to go ahead with funding.	Yes	Rachel Venn	rachel.venn@me.com	90 Grace Hill Drive	Dairy flat	Auckland 0792		
Y	72.1	Rex and Robyn Neary	randmeary@xtra.co.nz	Oppose	Economic	Other projects have been a huge expense. Loss of green belts and increase in rates.	Should be consideration to alternative and less costs by utilising the rapid transit busway.	No	Rex and Robyn Neary	randmeary@xtra.co.nz	21 Selman RD	RD 4, Albany	Auckland 0794		
Y	73.1	Greg Gordon	greg@legacy.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Greg Gordon	greg@legacy.co.nz					
Y	73.2	Greg Gordon	greg@legacy.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Greg Gordon	greg@legacy.co.nz					
Y	73.3	Greg Gordon	greg@legacy.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Greg Gordon	greg@legacy.co.nz					
Y	73.4	Greg Gordon	greg@legacy.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Greg Gordon	greg@legacy.co.nz					
Y	74.1	Peter Gibson	peter@pureaviation.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Peter Gibson	peter@pureaviation.co.nz					
Y	74.2	Peter Gibson	peter@pureaviation.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Peter Gibson	peter@pureaviation.co.nz					
Y	74.3	Peter Gibson	peter@pureaviation.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Peter Gibson	peter@pureaviation.co.nz					
Y	74.4	Peter Gibson	peter@pureaviation.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Peter Gibson	peter@pureaviation.co.nz					
	75.1	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387	
	75.2	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387	
	75.3	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387	
	76.1	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451	
	76.2	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451	
	76.3	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451	
	77.1	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644	
	77.2	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644	
	77.3	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644	

78.1	Susan Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
78.2	Susan Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
78.3	Susan Geare	nsgeare@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
79.1	Erwin De Keyser and Sonia van Liefferinge	sonia@dekeyser.nz	Oppose	NoR unnecessary. Statutory Planning.	Dairy Flat unsuited to urbanisation. RTC in location and sufficient planning not yet undertaken. No access to house and reduction in property value.	Withdraw NOR until form, location and timing of urbanisation is confirmed.	Yes	Erwin De Keyser and Sonia van Liefferinge	sonia@dekeyser.nz	93 Grace Hill Drive	Dairy Flat 0792		0212497850
80.1	Lew Anthony Johnson	lew@healthchemist.co.nz	Oppose	Extent of Designation	1153 Dairy Flat Highway. Extent of NoR excessive.	Reduce extent of NoR.	Yes	Lew Anthony Johnson	lew@healthchemist.co.nz	1153 Dairy Flat Highway	Dairy Flat	Auckland	0273375019
81.1	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
81.2	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
81.3	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
82.1	Sally Jane Paterson	paterson0792@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
82.2	Sally Jane Paterson	paterson0792@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
82.3	Sally Jane Paterson	paterson0792@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
83.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082		Auckland 1140	09 369 1465
83.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082		Auckland 1140	09 369 1465
83.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082		Auckland 1140	09 369 1465
84.1	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
84.2	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
84.3	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
85.1	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Blight	Own 1595, 1591 and 1599 Dairy Flat Highway. Loss of land, reasonable use and access.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
85.2	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Noise	Increased noise and vibration effects.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
85.3	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Traffic	Increased traffic effects from construction and operation.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
85.4	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Environment	Adverse landscape and visual effects from vegetation clearance.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
85.5	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Flooding. Stormwater.	Stormwater and flooding effects and wetland and water body effects.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
85.6	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Timeframe/Lapse Period	Lapse date too long.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
85.7	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Alternatives	Insufficient consideration of alternatives.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
86.1	Shufang Yang	sfydfnz@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Shufang Yang	sfydfnz@gmail.com	99 Postman Road	Dairy Flat		02102907550
86.2	Shufang Yang	sfydfnz@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Shufang Yang	sfydfnz@gmail.com	99 Postman Road	Dairy Flat		02102907550
86.3	Shufang Yang	sfydfnz@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Shufang Yang	sfydfnz@gmail.com	99 Postman Road	Dairy Flat		02102907550
87.1	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944

87.2	Kim Valerie Campbell	campbellnieis@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellnieis@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
87.3	Kim Valerie Campbell	campbellnieis@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellnieis@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
88.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
88.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
89.1	Bryn Lockie	bryn@lockie.co.nz	Oppose	Uncertain Information	Level of uncertainty means it should be withdrawn.	Withdraw NOR.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
89.2	Bryn Lockie	bryn@lockie.co.nz	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
89.3	Bryn Lockie	bryn@lockie.co.nz	Oppose	Flooding	Metro centre based around major flood area, which if leads to resulting layout changes affects viability of route	Review spatial plan first.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
89.4	Bryn Lockie	bryn@lockie.co.nz	Oppose	Timeframe/Lapse Period	Consider measures to allow early acquisition, including creating fund for purchasing land.	Look at early acquisition.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
90.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places leading to conservative corridor widths. This is compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the designation to the practicable minimum. Field-check to be undertaken jointly by the SG Project Manager and submitter (Andrew Nigel Philipps Kay) as an experienced engineer.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
91.1	Guobiao Jiang	steph4729@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Guobiao Jiang	steph4729@gmail.com	93 Postman Road	Dairy Flat		0210761200
91.2	Guobiao Jiang	steph4729@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Guobiao Jiang	steph4729@gmail.com	93 Postman Road	Dairy Flat		0210761200
91.3	Guobiao Jiang	steph4729@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Guobiao Jiang	steph4729@gmail.com	93 Postman Road	Dairy Flat		0210761200
92.1	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
92.2	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
92.3	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
93.1	Heather Turley	turleydh@outlook.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
93.2	Heather Turley	turleydh@outlook.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
93.3	Heather Turley	turleydh@outlook.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
94.1	David B Johns	johnsfamily@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
94.2	David B Johns	johnsfamily@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
94.3	David B Johns	johnsfamily@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
95.1	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
95.2	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
95.3	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
95.4	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Extent of Designation	NoR impacts on 1559 Dairy Flat Highway by cutting through and severing land and requiring land for long term lease during construction.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
96.1	Victoria Walker	talkiewalkie411@gmail.com	Oppose	Traffic	NoR and projects will not resolve traffic congestion issues.	Not stated	DNS	Victoria Walker	talkiewalkie411@gmail.com				
96.2	Victoria Walker	talkiewalkie411@gmail.com	Oppose	Statutory Planning	Additional metropolitan centre not necessary.	Not stated	DNS	Victoria Walker	talkiewalkie411@gmail.com				
96.3	Victoria Walker	talkiewalkie411@gmail.com	Oppose	Uncertain Information	No detailed assessment of properties provided.	Not stated	DNS	Victoria Walker	talkiewalkie411@gmail.com				

North - NoR 2														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Petrus Louis Liebenberg	pierro@liebenberg.co.nz	Oppose	Traffic. Privacy.	Severe impact to property. Removed privacy and increasing traffic noise.	Property will be exposed directly to SH1 if the embankment between the highway and their property is removed during the construction.	Yes	Petrus Louis Liebenberg	pierro@liebenberg.co.nz				
Y	2.1	Trustee of ZL Family Trust	sflzml23@outlook.com	Neutral	Construction Wellbeing. Effects.	Impacts on the quality of life, health and well-being of residents. Increase in noise/ pollution (dust) creating health effects (respiratory). Noise pollution from buses and traffic can disrupt the peaceful living environment.	Community engagement to seek their input on potential solutions.	Yes	Trustee of ZL Family Trust	sflzml23@outlook.com				
Y	3.1	Hamid Sharifi	hamidsharifi@yahoo.com	Oppose	Traffic. Safety.	Existing roads will not handle increased traffic flow from the new rapid transit station. Safety issues and decreased quality of life.	Specify location of transit stations in future Milldale stages. Create comprehensive plan to design neighboring streets and houses to cope with the anticipated impacts of the project.	Yes	Hamid Sharifi	hamidsharifi@yahoo.com				0211537073
Y	3.2	Hamid Sharifi	hamidsharifi@yahoo.com	Oppose	Parking	Lacks sufficient planning for parking facilities, causing neighboring streets to become de facto parking areas for commuters using the station and disrupt the character of neighborhood.	Specify location of transit stations in future Milldale stages. Create comprehensive plan to design neighboring streets and houses to cope with the anticipated impacts of the project.	Yes	Hamid Sharifi	hamidsharifi@yahoo.com				0211537073
Y	3.3	Hamid Sharifi	hamidsharifi@yahoo.com	Oppose	Privacy	Construction and operation of station, increases foot traffic and public transportation increasing privacy issues.	Specify location of transit stations in future Milldale stages. Create comprehensive plan to design neighboring streets and houses to cope with the anticipated impacts of the project.	Yes	Hamid Sharifi	hamidsharifi@yahoo.com				0211537073
Y	4.1	Timothy Peter Mathewson	timm@activesurvey.co.nz	Oppose	Noise	Noise at all times of the day	Does not want bus station to be built opposite their property (100 Ahutoetoe Rd).	No	Timothy Peter Mathewson	timm@activesurvey.co.nz	100 Ahutoetoe Rd	Milldale	Auckland 0932	
Y	4.2	Timothy Peter Mathewson	timm@activesurvey.co.nz	Oppose	Privacy	Reduces privacy. Concerns of increased crime and anti social behaviour.	Does not want bus station to be built opposite their property (100 Ahutoetoe Rd).	No	Timothy Peter Mathewson	timm@activesurvey.co.nz	100 Ahutoetoe Rd	Milldale	Auckland 0932	
Y	4.3	Timothy Peter Mathewson	timm@activesurvey.co.nz	Oppose	Parking	Not enough street parking for residents of Milldale. This will make it worse.	Does not want bus station to be built opposite their property (100 Ahutoetoe Rd).	No	Timothy Peter Mathewson	timm@activesurvey.co.nz	100 Ahutoetoe Rd	Milldale	Auckland 0932	
Y	4.4	Timothy Peter Mathewson	timm@activesurvey.co.nz	Oppose	Amenity. Economic.	Negative visual impact from house, affecting the resale of property.	Does not want bus station to be built opposite their property (100 Ahutoetoe Rd).	No	Timothy Peter Mathewson	timm@activesurvey.co.nz	100 Ahutoetoe Rd	Milldale	Auckland 0932	
Y - bounce back	5.1	Pouneh Ziae Zarifi	pounehzarifi@yahoo.com	Oppose	Traffic. Safety.	Increased traffic threat to children's safety. Small roads surrounding, proposed station not designed to cope with anticipated traffic. A single drop-off line will cause congestion and turn neighborhood into a de facto parking area for bus users.	Future stages of Milldale incorporate strategic location planning. Proactively design neighborhood and streets to handle increased traffic and accommodate aspects associated with the transit station to mitigate the potential traffic issues and community functionality.	Yes	Pouneh Ziae Zarifi	pounehzarifi@yahoo.com				0210750156
Y - bounce back	5.2	Pouneh Ziae Zarifi	pounehzarifi@yahoo.com	Oppose	Noise	Noise disturbances from construction machines on the small roads.	Future stages of Milldale incorporate strategic location planning. Proactively design neighborhood and streets to handle increased traffic and accommodate aspects associated with the transit station to mitigate the potential traffic issues and community functionality.	Yes	Pouneh Ziae Zarifi	pounehzarifi@yahoo.com				0210750156
	6.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust	RA should engage with Manuhiri Kaitiaki Charitable Trust	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	7.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	7.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	7.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	8.1	QEII National Trust (QEII)	klindsay@qeii.org.nz	Neutral	Ecology	Development to adversely impact protected values of covenants (QEII covenant 5-02-517 and QEII covenant 5-02-623).	Support exclusion of QEII covenants from the project designations. Any work that will impact QEII covenants will require their consent. Careful consideration given to activities that may impact the covenants (edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of indigenous vegetation). Presence of kauri in both covenants, biosecurity measures will be required during construction to manage and reduce spread area. See any Tree Management Plans and Ecological Management Plans that relate to covenants. Any weed control proposed to occur in the designation corridor would extend into the edge of QEII covenants to reduce impacts of the proposed works.	No	QEII National Trust (QEII) Attn: Kate Lindsay	klindsay@qeii.org.nz	PO Box 3341	Wellington 6140		04 474 2133
Y	9.1	Auckland Council Parks and Community Facilities	bianka.griffiths@aucklandcouncil.govt.nz	Oppose	Environment	Effects on the vegetation, bush area, the stream, and management area. Protective interests secured over the property.	Avoiding all effects on the property at 161 Ahutoetoe Road so that its natural features are preserved and maintained.	Yes	Auckland Council Parks and Community Facilities Attn: Bianka Griffiths	bianka.griffiths@aucklandcouncil.govt.nz	Level 12 135 Albert Street	Auckland	Auckland 1010	0273373218

Y	10.1	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Statutory Planning	Opposes NoR 2 as Milldale is directly linked to NoR 1, which is a fanciful project, that without justification or funding, is unlikely to be constructed. NoR 2 will not be required if NoR 1 does not go ahead. NoR 2 does not represent the sustainable management resources.	NoR 2 be declined. If approved, extent of the designation boundary of NoR 2 should be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate NoR 2. Schedule 1 of the proposed conditions of NoR 2 be amended following review of the extent of the designation boundary.	Yes	Fulton Hogan Land Development c/- Barker and Associates Attn: Nick Roberts	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	10.2	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Oppose lapse date proposed at Condition 4, of 30 years. Lapse period is excessive, preventing future development. Sterilising the land until funding is allocated does not represent Part 2 of the RMA.	Reviewed and reduced lapse period to be consistent with section 184(1) of the RMA (5 years).	Yes	Fulton Hogan Land Development c/- Barker and Associates Attn: Nick Roberts	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	10.3	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Land Use and Transport Integration	Unclear whether a Condition requiring a Land Use Integration Process has been included for NoR 2.	If NoR 2 is approved add LIP with the focus to be on providing a direct avenue for discussions between the Requiring Authority and the development community. FHL requests the condition be consistent with Condition 10 included in NoR 8, and be amended to clarify that there is an avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by changes to the NoR.	Yes	Fulton Hogan Land Development c/- Barker and Associates Attn: Nick Roberts	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	10.4	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Management Plans. Conditions.	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	Yes	Fulton Hogan Land Development c/- Barker and Associates Attn: Nick Roberts	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. In respect of sale, the owner has tried but been unable to enter into an agreement for the sale of the Submitters' Land at a price not less than the market value that the Submitters' Land would have had.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR so that to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR to avoid, remedy or mitigate effects on the Submitter's Land, or to otherwise address the concerns, issues, and other matters raised in this submission (including any necessary additional or consequential relief).	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	11.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. It is contrary to it through frustrating the ability of the Submitter to give effect to its recently granted resource consent. Does not represent integrated management or sound resource management practice. Inconsistent with Part 2 of the RMA.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	11.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	11.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	11.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	11.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	12.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	12.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	12.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	13.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	13.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	14.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Concept design assumptions are conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads conservative corridor widths. Conservatism is compounded with little regard to people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
Y	15.1	PetParks Limited	richardc4@icloud.com	Oppose	Uncertain Information	Do not understand what the word "interim" in the "Bus shoulder lanes from Albany to Silverdale (interim)" means.	Need to know what is inferred by the word "interim" in the "Bus shoulder lanes from Albany to Silverdale (interim)", before they can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.2	PetParks Limited	richardc4@icloud.com	Oppose	Timeframe/Lapse Period	30 year plan means unable to plan personal and business future.	Need to have situation fully addressed between all parties in order to achieve a timely, reasonable and fair agreement.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622

Y	15.3	PetParks Limited	richardc4@icloud.com	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.4	PetParks Limited	richardc4@icloud.com	Oppose	Social Impacts	Property and business is their retirement plan, causing hardship and stress. Will lose rural view.	Supply details of current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.5	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.	Supply details of current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.6	PetParks Limited	richardc4@icloud.com	Oppose	Climate Change	Property and business is situated at a main confluence point of many of the Okura river tributaries. Likely property subjected to Global Warming effects.	Need to know what work is planned on the land around them and that the proposed ensures safety, client confidence and enable the running of their business without bookings being affected in any way.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.7	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.8	PetParks Limited	richardc4@icloud.com	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	15.9	PetParks Limited	richardc4@icloud.com	Oppose	Safety	Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road will likely to adversely affect them.	Need to know what these planned safety improvements are before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622

North - NoR 3														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Jin Seo	silverdale0323@gmail.com	Oppose	Economic	Replacement of HBC station with new station, waste of money.	Upgrade existing HBC station as more cost effective.	No	Jin Seo	silverdale0323@gmail.com	9D 92 Nelson Street	Central	Auckland 1010	
Y	1.2	Jin Seo	silverdale0323@gmail.com	Oppose	Location	Changing the bus hub from the west to the east and concentrating the bus network is impractical.	NZTA to allocate more time for citizens and public hearings.	No	Jin Seo	silverdale0323@gmail.com	9D 92 Nelson Street	Central	Auckland 1010	
Y	1.3	Jin Seo	silverdale0323@gmail.com	Oppose	Traffic	Bridge at the Silverdale Interchange routinely experiences traffic congestion.	Allocate more budget to widening bridge.	No	Jin Seo	silverdale0323@gmail.com	9D 92 Nelson Street	Central	Auckland 1010	
Y	2.1	Young Hwa Song	yhlee165@yahoo.com	Oppose	Land Use	Bus station restricts land use. Land to be used to address the shortage of housing. Designating a vast area for the long term is an incorrect approach.	Reconsider the long term plan so submitter can develop their land.	Yes	Young Hwa Song	yhlee165@yahoo.com				0210595938
Y	3.1	Francis Brian Halkyard	brianhalkyard@gmail.com	Neutral	Uncertain Information	Stress and uncertainty over time, property values, sale of property, zoning and land usage.	Purchase land required on some affected properties at their current market value. Could apply where proportion of land required is less than an arbitrary amount i.e. 20%. Land could be acquired and titles altered.	Yes	Francis Brian Halkyard	brianhalkyard@gmail.com	17 Lascelles Drive	RD4 Albany	Auckland 0794	0272440522
Y	4.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	5.1	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Consultation	No investigation conducted on their land. Response/discussions are generic/basic. Lack of transparency and communication. NZTA's use of Multi-Criteria Assessment (MCA) without discussion is unreasonable.	Extensive discussions and opinions required. Should not be carried out through unilateral notifications. Individual meetings with landowners for notification should be discontinued, long-term stakeholder engagement should be adopted. Thorough investigation of their house and excluding their house/garden from designation area.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.2	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Uncertain Information	No cost analysis data regarding bus stations. Unanswered questions/responses vague. NZTA's insufficient and formal responses to Official Information Act requests, difficulty obtaining supporting documents and limited submission period.	Transparent information disclosure and reasonable explanations to minimize the infringement on property rights that can occur under the Public Works Act.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.3	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Social Impacts	Disrupting peaceful lives and happiness. NZTA's defined Multi-criteria Analysis criteria appears to favor NZTA's convenience and omit more critical factors. NZTA's optioneering for the Pine Valley Bus Station has been carried out without considering crucial variables and lacks a landowner's perspective or property investigation. Diminishing of emotional connection with home, and hindering potential upgrades.	Publicly assess and adjust the benefits and harms of the project, taking into account landowners and those in the surrounding areas. Variables should be taken into consideration during optioneering process	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.4	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.5	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone.	Bus Station should be designated outside Structure Plan.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.6	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Timeframe/Lapse Period	Time constraints meant insufficient time to articulate arguments effectively. Excessive time period (30 years) creates uncertainty and a waste of land use, preventing landowners prevented from utilizing their land.	Reject a plan that prioritizes NZTA's uncertain long-term plan (30 years). Request a more flexible approach through methods like 'Overlay,' involving collaboration with the local community or landowners, or utilizing NZTA's property acquisition method at an appropriate time. Limits NZTA's Designation authority, considering the infringement on our land-use rights and happiness.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.7	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Transport	Land for parking is a waste. Not sensible relocating core transport network HBC Station. Parking spaces outdated. "Park n Ride" archaic, inefficient, and wasteful.	Reduce scale of bus station and explore innovative solutions (ie parking towers or underground parking). Rather than planning to create a new bus station in the Pine Valley area, RTC should be connected to the existing HBC Station which is cost saving.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.8	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	5.9	YoungJin Seo	silverdalesoft2@gmail.com	Oppose	Wellbeing	Desire to upgrade house diminishes from uncertainties. Gardening/planting trees uncertainties. Anxiety from Compulsory Land Acquisition, unaffected neighboring landowners can utilize their land for profits causing mental and material harm because of missed compensation.	Request they approach their situation impartially, ensuring a fair decision that prevents one-sided harm to them.	Yes	YoungJin Seo	silverdalesoft2@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	0211860949
Y	6.1	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Consultation	No investigation conducted on their land. Response/discussions are generic/basic. Lack of transparency and communication. NZTA's use of Multi-Criteria Assessment (MCA) without discussion is unreasonable.	Extensive discussions and opinions required. Should not be carried out through unilateral notifications. Individual meetings with landowners for notification should be discontinued, long-term stakeholder engagement should be adopted. Thorough investigation of their house and excluding their house/garden from designation area.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.2	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Uncertain Information	No cost analysis data regarding bus stations. Unanswered questions/responses vague. NZTA's insufficient and formal responses to Official Information Act requests, difficulty obtaining supporting documents and limited submission period.	Transparent information disclosure and reasonable explanations to minimize the infringement on property rights that can occur under the Public Works Act.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027

Y	6.3	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Social Impacts	Disrupting peaceful lives and happiness. NZTA's defined Multi-criteria Analysis criteria appears to favor NZTA's convenience and omit more critical factors. NZTA's optioneering for the Pine Valley Bus Station has been carried out without considering crucial variables and lacks a landowner's perspective or property investigation. Diminishing of emotional connection with home, and hindering potential upgrades.	Publicly assess and adjust the benefits and harms of the project, taking into account landowners and those in the surrounding areas. Variables should be taken into consideration during optioneering process	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.4	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.5	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live	Bus Station should be designated outside Structure Plan.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.6	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Timeframe/Lapse Period	Time constraints meant insufficient time to articulate arguments effectively. Excessive time period (30 years) creates uncertainty and a waste of land use, preventing landowners prevented from utilizing their land.	Reject a plan that prioritizes NZTA's uncertain long-term plan (30 years). Request a more flexible approach through methods like 'Overlay,' involving collaboration with the local community or landowners, or utilizing NZTA's property acquisition method at an appropriate time. Limits NZTA's Designation authority, considering the infringement on our land-use rights and happiness.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.7	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Transport	Land for parking is a waste. Not sensible relocating core transport network HBC Station. Parking spaces outdated. "Park n Ride" archaic, inefficient, and wasteful.	Reduce scale of bus station and explore innovative solutions (ie parking towers or underground parking). Rather than planning to create a new bus station in the Pine Valley area, RTC should be connected to the existing HBC Station which is cost saving.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.8	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	6.9	Jae Hoi NOH	silverdale2012@gmail.com	Oppose	Wellbeing	Desire to upgrade house diminishes from uncertainties. Gardening/planting trees uncertainties. Anxiety from Compulsory Land Acquisition, unaffected neighboring landowners can utilize their land for profits causing mental and material harm because of missed compensation.	Request they approach their situation impartially, ensuring a fair decision that prevents one-sided harm to them.	Yes	Jae Hoi NOH	silverdale2012@gmail.com	36 Old Pine Valley Road	Silverdale	Auckland 0992	021356027
Y	7.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	7.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	7.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	8.1	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Consultation	No investigation conducted on their land. Response/discussions are generic/basic. Lack of transparency and communication. NZTA's use of Multi-Criteria Assessment (MCA) without discussion is unreasonable.	Extensive discussions and opinions required. Should not be carried out through unilateral notifications. Individual meetings with landowners for notification should be discontinued, long-term stakeholder engagement should be adopted. Thorough investigation of their house and excluding their house/garden from	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.2	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Uncertain Information	No cost analysis data regarding bus stations. Unanswered questions/responses vague. NZTA's insufficient and formal responses to Official Information Act requests, difficulty obtaining supporting documents and limited submission period.	Transparent information disclosure and reasonable explanations to minimize the infringement on property rights that can occur under the Public Works Act.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.3	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Social Impacts	Disrupting peaceful lives and happiness. NZTA's defined Multi-criteria Analysis criteria appears to favor NZTA's convenience and omit more critical factors. NZTA's optioneering for the Pine Valley Bus Station has been carried out without considering crucial variables and lacks a landowner's perspective or property investigation. Diminishing of emotional connection with home, and hindering potential upgrades.	Publicly assess and adjust the benefits and harms of the project, taking into account landowners and those in the surrounding areas. Variables should be taken into consideration during optioneering process	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.4	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.5	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live	Bus Station should be designated outside Structure Plan.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.6	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Timeframe/Lapse Period	Time constraints meant insufficient time to articulate arguments effectively. Excessive time period (30 years) creates uncertainty and a waste of land use, preventing landowners prevented from utilizing their land.	Reject a plan that prioritizes NZTA's uncertain long-term plan (30 years). Request a more flexible approach through methods like 'Overlay,' involving collaboration with the local community or landowners, or utilizing NZTA's property acquisition method at an appropriate time. Limits NZTA's Designation authority, considering the infringement on our land-use rights and happiness.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			

Y	8.7	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Transport	Land for parking is a waste. Not sensible relocating core transport network HBC Station. Parking spaces outdated. "Park n Ride" archaic, inefficient, and wasteful.	Reduce scale of bus station and explore innovative solutions (ie parking towers or underground parking). Rather than planning to create a new bus station in the Pine Valley area, RTC should be connected to the existing HBC Station which is cost saving.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.8	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	8.9	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	Oppose	Wellbeing	Desire to upgrade house diminishes from uncertainties. Gardening/planting trees uncertainties. Anxiety from Compulsory Land Acquisition, unaffected neighboring landowners can utilize their land for profits causing mental and material harm because of missed compensation.	Request they approach their situation impartially, ensuring a fair decision that prevents one-sided harm to them.	DNS	YoungJin Seo & JeaHoi Noh	silverdale2012@gmail.com	36 Old Pine Valley Road			
Y	9.1	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Urban Planning	Urban planning for Dairy Flat should be done before determining the location of the RTC.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	9.2	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Uncertain Information	Uncertainty about the optimal location for the RTC.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	9.3	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Economic	Economic analysis has some astonishing assumptions. Skepticism about the Business Case presented by SGA.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	9.4	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Economic	Additional length of the corridor and earthworks required indicate the currently proposed route will be much more costly than the motorway route.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	9.5	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Blight	Blight affected properties causing distress to property owners.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	9.6	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Timeframe/Lapse Period	Timeframe is unreasonable. Lack of clarity to the need and timing so consider the imposition of the NoR's to be premature and unjust.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	9.7	Roland and Anne Plank	roland.plank23@gmail.com	Oppose	Compensation	Restrict use of properties along the RTC for long period without compensation and certainty if or when the rapid transit scheme will be constructed.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	Yes	Roland and Anne Plank	roland.plank23@gmail.com	1591 Dairy Flat Highway	RD4 Albany	Auckland 0794	0210306997
Y	10.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/or sell their land. Not been unable to sale/enter into an agreement for the sale at a price not less than the market value that the Submitters' Land would have had.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.	Yes	ACGR Old Pine Limited	james@jgh.nz				0212771425
Y	10.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Does not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.	Yes	ACGR Old Pine Limited	james@jgh.nz				0212771425
Y	10.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Does not enable communities social, economic and cultural well-being.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.	Yes	ACGR Old Pine Limited	james@jgh.nz				0212771425
Y	10.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.	Yes	ACGR Old Pine Limited	james@jgh.nz				0212771425
Y	10.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.	Yes	ACGR Old Pine Limited	james@jgh.nz				0212771425
Y	10.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.	Yes	ACGR Old Pine Limited	james@jgh.nz				0212771425
Y	11.1	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	oppose	Timeframe/Lapse Period	30 year term blights land and is flawed.	Withdrawal of NoR or require lapse periods for the designations of 5 years.	yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				0274528255
Y	11.2	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	oppose	Uncertain Information	Lack of detail around access arrangements, station design, amenity protection, landscaping, proposal, deferral of decision making to later management plans. No consultation/information on how RTN/Station will integrate and address property effects.	Withdrawal of NoR or inclusion of conditions/plans detailing integration of designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property from bus noise) and landscape treatment of the boundaries.	yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				0274528255
Y	11.3	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	oppose	Management Plans	Management plans to come later, possibly at Outline Plan stage, is not acceptable.	Withdrawal of NoR or inclusion of conditions/plans detailing integration of designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property from bus noise) and landscape treatment of the boundaries.	yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				0274528255

Y	11.4	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	oppose	Blight	"Do it later" approach undermines FDS strategy, will blight private properties for decades. Interim uses for rural activities are impacted, given the disincentive to spend money maintaining farming facilities.	Withdrawal of NoR or require lapse periods for the designations of 5 years. Withdrawal of NoR or inclusion of conditions/plans detailing integration of designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property from bus noise) and landscape treatment of the boundaries.	yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				0274528255
Y	12.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	12.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	12.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	13.1	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Consultation	Land use integration issues because lack of consultation with landowners. Fletcher and others are progressing Private Plan Change. Areas of overlap between that process and the NoR, associated opportunities for coordination and integration of outcomes.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of designation boundary.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.2	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Sustainable Management	Does not promote the sustainable management of natural and physical resources so not inconsistent with Part 2 and other provisions of the RMA 1991.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of designation boundary.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.3	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Extent of Designation	Does not promote the efficient use, integration or development of land resources/use within Silverdale West Industrial Precinct. Spatial extent of NoR project land requirements exceed land required for the proposed works.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of designation boundary.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.4	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Statutory Planning	Inconsistent with planning documents including the Auckland Unitary Plan. Is not reasonably necessary for achieving objectives.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of designation boundary.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.5	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Transport	Will not result in appropriate transport outcomes when compared to possible alternative alignment options that integrate with planned land use in the area. Does not appropriately integrate transport upgrades with land use activity in the locality.	Coordinate and integrate the following within NoR 3 and the associated Conditions of Designation: (i) scope to have phased delivery of the works (ii) scope for mixed methods of delivery, including through public and private works; and (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.6	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Timeframe/Lapse Period	Lapse period is excessive, preventing future development opportunities progressing cohesively.	Reduce lapse period.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.7	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Land Use and Transport Integration	Amend condition 10 to ensure future transport and land use integration.	Condition 10 be amended to clarify: that this is an avenue for open and honest two-way collaboration for the purposes of integration of transport infrastructure and land use that it is not simply a mechanism for land use to coordinate with transport infrastructure, but that where appropriate, transport infrastructure may be amended to align with or accommodate proposed land use. The lack of engagement to date can only be addressed by engagement now and changes to the NoR.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	13.8	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	14.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	14.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301

Y	15.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	<p>Concept design assumptions are much too conservative in places leading to conservative corridor widths. This is compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.</p>	<p>Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the designation to the practicable minimum. Field-check to be undertaken jointly by the SG Project Manager and submitter (Andrew Nigel Philipps Kay) as an experienced engineer.</p>	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
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North - NoR 4													
Summary of Submissions													
Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
1.1	Jennifer Sharp	samantha.rutledge@gmail.com	Oppose	Extent of Designation	Extent of NoR into property is excessive. Planned bridge replacement and road widening can be accomplished without encroachment into property.	Remove or reduce extent of NoR.	No	Jennifer Sharp	samantha.rutledge@gmail.com	5 Kewa Road	Albany		0211484027
2.1	Mary & Frank Galway	galwayone@gmail.com	Oppose	Extent of Designation	Extent of NoR into property is excessive. Planned road widening can be accomplished without encroachment into property.	Reduce extent of NoR.	No	Mary & Frank Galway	galwayone@gmail.com	1262 East Coast Road	Redvale	Albany RD4 0744	0211710175
3.1	Geoff Upson	geoff.upson@hotmail.com	Neutral	Road Design	Motorway onramps not sufficient length to ensure safe merging and no congestion.	Longer onramps to ensure safe merging.	Yes	Geoff Upson	geoff.upson@hotmail.com	112 oyster point road	kaukapakapa	auckland 0984	02102410569
4.1	Katrina de Witte	katrina.dewitte@hotmail.com	Oppose	Uncertain Information. Noise.	No clear what is planned and when; and if noise will be created; and if so, how this will be reduced.	Provide more information	Yes	Katrina de Witte	katrina.dewitte@hotmail.com	20a Harris Drive	Silverdale	Auckland 0932	021778716
5.1	Samuel John Stewart	stewart1000@gmail.com	Support	Supports NoR	Additional transport links to support future housing is required.	Support NoR	No	Samuel John Stewart	stewart1000@gmail.com				
6.1	Top No.2 Trust Brian and Noeleen Taylor	albanygrove@gmail.com	Oppose	Timeframe/Lapse Period. Economic.	A designation on a property for a project with an indicative timeframe of 10-30 years is inappropriate and gives no certainty for elderly owners who may need to relocate for health reasons. Diminishes property values and its appeal to potential purchasers.	Refuse NoR unless and until RA can confirm they have funds and are ready to proceed for project and acquire property.	Yes	Top No.2 Trust Attn: Brian Harold Taylor and Noeleen Elizabeth Taylor	albanygrove@gmail.com	34 Top Road	RD 2 Albany	Auckland 0792	0275680601
7.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust	RA should engage with Manuhiri Kaitiaki Charitable Trust	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
8.1	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Transport	270-300 Postman Road. Generally support NoRs as will have a positive transport outcome for Auckland and make NSA more accessible.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Yes	North Shore Aero Club Incorporated Attn: David Haines c/- Haines Planning (CivilPlan Consultants Limited)	Davidhaines@civilplan.co.nz	Suite 12A Level 12 17 Albert Street	Auckland City	Auckland 1010	021677432
8.2	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Road Design	Consultation required during detailed design to ensure operation of NSA can continue.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Yes	North Shore Aero Club Incorporated Attn: David Haines c/- Haines Planning (CivilPlan Consultants Limited)	Davidhaines@civilplan.co.nz	Suite 12A Level 12 17 Albert Street	Auckland City	Auckland 1010	021677432
9.1	Senog Choi	shiz9049@gmail.com	Neutral	Extent of Designation	Concerned about extent of NoR over property. Seeks commercial zoning in future urban plan to enable development in return for land to be taken.	Not stated.	No	Senog Choi	shiz9049@gmail.com	1910 East Coast Road	Silverdale		
10.1	Deborah Hoskin	deborahannika@gmail.com	Neutral	Construction Effects. Environment.	Concerned about noise, dust and site stability effects during project works. Will vegetation removed be replaced.	Compensation for noise and dust and for any vegetation removed to be replaced.	Yes	Deborah Hoskin	deborahannika@gmail.com	57 Godfrey Drive	Orewa		099636209
11.1	Stella Wang	stellawang0105@hotmail.com	Neutral	Economic	House may be removed. It is hard to purchase such a size and living environment in the Albany area.	Not stated.	Yes	Stella Wang	stellawang0105@hotmail.com	145 Lonely track Road	Fairview Heights	Auckland 0632	021993639
12.1	Everylne Woolley	rg_re_woolley@xtra.co.nz	Oppose	Extent of Designation	Extent of property covered by NoR is excessive. Designation widening to 30.2m for temporary construction space is unwarranted and overreach.	Existing designation approximately 12m wide along motorway frontage is adequate for proposed works. Planned motorway widening can be accomplished without encroaching into their property. Withdraw NoR.	No	Everylne Woolley	rg_re_woolley@xtra.co.nz	1638 Dairy Flat Highway			02102784161
13.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
13.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
13.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
14.1	QEII National Trust (QEII)	klindsay@qeii.org.nz	Neutral	Ecology	Development to adversely impact protected values of covenants (QEII covenant 5-02-517 and QEII covenant 5-02-623).	Support exclusion of QEII covenants from the project designations. Any work that will impact QEII covenants will require their consent. Careful consideration given to activities that may impact the covenants (edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of indigenous vegetation). Presence of kauri in both covenants, biosecurity measures will be required during construction to manage and reduce spread area. See any Tree Management Plans and Ecological Management Plans that relate to covenants. Any weed control proposed to occur in the designation corridor would extend into the edge of QEII covenants to reduce impacts of the proposed works. Support proposed altered designation to no longer intersect with the covenant 5-02-517.	No	QEII National Trust (QEII) Attn: Kate Lindsay	klindsay@qeii.org.nz	PO Box 3341	Wellington 6140		04 474 2133
15.1	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Consultation	Lack of consultation with affected landowners to understand and integrate with land use projects actively being progressed across the wider locality. Has not considered areas of overlap between private plan change and NoR.	Coordinate and integrate within NoR 4 and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public: (i) scope to have phased delivery of works; (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts	nickr@barker.co.nz				

15.2	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Extent of Designation	Opposes NoR 4 for alteration of existing designation boundary of Designations 6751, 6760, 6759 and 6761, will sterilise properties zoned for future development, without clear rationale or integration between land use planning and strategic transport infrastructure planning.	Designation boundary be reviewed and reduced to minimise the required land take, and reflect on area of land that is needed to accommodate future design for improvements to SH1. Amend designation boundary to show operational extent around what will be the legal road reserve, and construction extent (two separate designation boundaries).	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts	nickr@barker.co.nz				
15.3	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Oppose lapse date proposed at Condition 4 of 30 years. Lapse period is excessive and will prevent future development opportunities progressing cohesively. Sterilising the land until funding is allocated does not represent Part 2 of the RMA.	Reviewed and reduced lapse period to be consistent with section 184(1) of the RMA (5 years).	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts	nickr@barker.co.nz				
15.4	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts	nickr@barker.co.nz				
15.5	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 8, Condition 10 and Condition 11 "at the time of the Outline Plan is applied for".	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts	nickr@barker.co.nz				
16.1	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Earthworks	Earthwork activities come close to existing residential sites. Concerns have stemmed from erosion following flooding events.	Dust, vibration and noise need to be managed and certainty regarding conditions for the proposed earthworks. Residents want certainty that cut will not lead to instability on their site. Want to understand the proposed methodology, potentially with the inclusion of monitoring, to make sure there is no subsequent slippage.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson	hamish@chester.co.nz				
16.2	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Construction Effects	Noise associated with the earthworks and construction of road. State Highway 1 near site, but existing relief of land means traffic noise is not overly perceivable.	Depending on the location and size of any acoustic barriers Association would like to see details regarding softening of appearance of barriers and request barriers be recessive colours and screened from all sites by vegetation. Provide clarification on mitigation for the construction period ie acoustic barriers and hours of operation. Clarification on whether those barriers will remain in place when the road is operational.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson	hamish@chester.co.nz				
16.3	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Ecology	Vegetation clearance within the sensitive ecological area.	Request visibility of management plans and proposed works methodology to make sure the habitat of the fauna of that area are acknowledged and managed appropriately. Compensatory planting will be required as residents would welcome input into the location of any replanting. Areas within the association land that would benefit from additional planting as part of the Association's long-term plan to improve ecological habitat and linkages on the Estate.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson	hamish@chester.co.nz				
16.4	Okura Park Estates Residents Association Inc	hamish@chester.co.nz	Support	Extent of Designation	Current amenity value and character currently enjoyed by residents will be lost to an engineered batter further strengthening the view that rolling back compromised land is not preferred. Land in the north of Estate that will be severed by the proposed RTC from the Estate will be sandwiched between SH1 improvements and RTC designation and will be partially occupied by a footpath/cycleway.	Residents would prefer for that land to remain in the ownership of the Transport Agency. Gives certainty regarding uncertainty regarding earth worked area and potentially ongoing remedial works if there were future slips. Agency acquire land in North.	Yes	Okura Park Estates Residents Association Inc Attn: Hamish Anderson	hamish@chester.co.nz				
17.1	Mammoth Ventures Limited	daniel@sfnconsultants.co.nz	Oppose	Consultation	1738 Dairy Flat Highway. Site has two resource consents. Lack of proper engagement and consideration by SGA.	Undertaken property engagement and consideration of development occurring or proposed t occur.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw	daniel@sfnconsultants.co.nz	168 Hibiscus Coast Highway Orewa Silverdale 0932			
17.2	Mammoth Ventures Limited	daniel@sfnconsultants.co.nz	Oppose	Alternatives	Lack of co-ordinated and strategic planning particularly with regard to location of proposed cycleways and consideration of alternatives.	Re-consider alternatives.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw	daniel@sfnconsultants.co.nz	168 Hibiscus Coast Highway Orewa Silverdale 0932			
17.3	Mammoth Ventures Limited	daniel@sfnconsultants.co.nz	Oppose	NoR Works	NoR docs notes an NoR designatooon has been given effect to on the site. But nothing has been taken and no works have occurred.	Clarification required.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw	daniel@sfnconsultants.co.nz	168 Hibiscus Coast Highway Orewa Silverdale 0932			
17.4	Mammoth Ventures Limited	daniel@sfnconsultants.co.nz	Oppose	Blight	Negative impacts on land value, planning blight.	Reduce planning blight.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw	daniel@sfnconsultants.co.nz	168 Hibiscus Coast Highway Orewa Silverdale 0932			
17.5	Mammoth Ventures Limited	daniel@sfnconsultants.co.nz	Oppose	Alternatives	No assessment of alternatives. Roundabout would be better.	Better assess alternatives.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw	daniel@sfnconsultants.co.nz	168 Hibiscus Coast Highway Orewa Silverdale 0932			
17.6	Mammoth Ventures Limited	daniel@sfnconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 5, 6, 8, 10, 11, 12, 14 and add new conditions Re: LIP and property access.	Amend conditions.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw	daniel@sfnconsultants.co.nz	168 Hibiscus Coast Highway Orewa Silverdale 0932			
18.1	Redman Family Trust	paulredmannz@gmail.com	Oppose	Consultation	Lack of consultation with affected land owner is disappointing.	Provide a retaining wall, protect native bush, provide alternative access and change zoning/designation.	Yes	Redman Family Trust Attn: Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
18.2	Redman Family Trust	paulredmannz@gmail.com	Oppose	Design	Realignment of Lonely Track appears to move the road further away from their property however required battering appears to come up to their front door.	That a retaining wall be used on the berm of Lonely Track Rd outside property to mitigate traffic and property effects.	Yes	Redman Family Trust Attn: Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
18.3	Redman Family Trust	paulredmannz@gmail.com	Oppose	Ecology	Removal a mature grove of flowering cherry trees. Taking of land for the cycleway will remove regenerating native bush on property, which provides sanctuary for native birds and acts as a buffer to noise from the motorway.	Protect regenerating native bush to enhance the environment around our property for native bird life and act as noise reduction.	Yes	Redman Family Trust Attn: Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
18.4	Redman Family Trust	paulredmannz@gmail.com	Oppose	Access	Removing the lane on our North Eastern boundary will remove our legal access to the rear of our property.	Provide alternative accessway to provide access to the rear of property.	Yes	Redman Family Trust Attn: Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
18.5	Redman Family Trust	paulredmannz@gmail.com	Oppose	Environment	Taking rear paddock from property will make grazing impractical due to limited land area.	Change zoning/designation of land to enable subdivision for housing as reduced size is no longer suitable for grazing.	Yes	Redman Family Trust Attn: Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
19.1	Paul Redman	paulredmannz@gmail.com	Oppose	Design	Realignment of Lonely Track appears to move the road further away from their property however required battering appears to come up to their front door.	That a retaining wall be used on the berm of Lonely Track Rd outside property to mitigate traffic and property effects.	Yes	Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
19.2	Paul Redman	paulredmannz@gmail.com	Oppose	Ecology	Removal a mature grove of flowering cherry trees. Taking of land for the cycleway will remove regenerating native bush on property, which provides sanctuary for native birds and acts as a buffer to noise from the motorway.	Protect regenerating native bush to enhance the environment around our property for native bird life and act as noise reduction.	Yes	Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			

19.3	Paul Redman	paulredmannz@gmail.com	Oppose	Access	Removing the lane on our North Eastern boundary will remove our legal access to the rear of our property.	Provide alternative accessway to provide access to the rear of property.	Yes	Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
19.4	Paul Redman	paulredmannz@gmail.com	Oppose	Environment	Taking rear paddock from property will make grazing impractical due to limited land area.	Change zoning/designation of land to enable subdivision for housing as reduced size is no longer suitable for grazing.	Yes	Paul Redman	paulredmannz@gmail.com	162 Lonely Track Rd Albany Auckland New Zealand 0632			
20.1	Marilyn and Terry Valder	valdert@xtra.co.nz ; valderm@xtra.co.nz	Oppose	Road Design	To use 'road geometrics road standards' on one section of LTR when the character of road is rural/winding does not make sense. Encourages increased speed.	Retain original 1998 plan (bridge aligning with existing road) so the road alignment remains on solid ground rather than requiring battering and fill. Purchase of property/destruction of home not necessary. Cutting for the road could be stabilised with retaining walls rather than a batter, reducing the land purchase required.	Yes	Marilyn and Terry Valder	valdert@xtra.co.nz ; valderm@xtra.co.nz	141 Lonely Track Road Fairview Heights Auckland 0632			
21.1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Heritage	Three historic heritage features/places (archaeological or CHI) are identified within NoR such as CHI 13674 - a WWII pillbox, CHI 16066 - an old gum store and CHI 22215 - a small Homesteadwill potentially be affected.	Consideration, management, and mitigation of effects from the purpose of the designation on the historic heritage values of the place are required to ensure effects are appropriately mitigated. Through the archaeological and heritage assessment manage potential impacts, and mitigate effects resulting from the future construction through the preparation of a Historic Heritage Management Plan ('HHMP') before construction of NoR 4 commences.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291 Auckland Auckland 1143 1143			
21.2	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 19 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 19.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291 Auckland Auckland 1143 1143			
22.1	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz	Oppose	Economic	Impedes business's functionality and construction phase. Losses could potentially amount to approximately \$70,000,000 (not including legal/acquisition costs). Could take 7-10 years to relocate.	Adjust designation boundaries to allow for access to the back and side of greenhouses. Need a 2.5-meter-wide access strip for vehicle access behind the greenhouses. Relocation of business and lives during the construction phase. Meet with decision-makers. Other options to consider. 1. Purchase designated land only leading to large expenses mitigating damage to the business and occupants lifestyle. Substantial claims for loss of stock/sales. Allowances will be made to cover the costs of relocating aspects of property. Realignment of access for delivery trucks. 2. Temporarily relocating business to similar-sized existing greenhouse location would be considered. Require a retail site with high foot traffic to ensure good visibility and potential customer reach. Needs to be within a reasonable distance of both Bayswater grow site and residence. 3. Acquisition of designated land with permanent relocation of business and temporary accommodation relocation during the construction phase.	Yes	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz				
22.2	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz	Oppose	Ecology	Close proximity to home impacts lives and plants contained within the greenhouses.	Adjust designation boundaries to allow for access to the back and side of greenhouses. Need a 2.5-meter-wide access strip for vehicle access behind the greenhouses. Relocation of business and lives during the construction phase. Meet with decision-makers. Other options to consider. 1. Purchase designated land only leading to large expenses mitigating damage to the business and occupants lifestyle. Substantial claims for loss of stock/sales. Allowances will be made to cover the costs of relocating aspects of property. Realignment of access for delivery trucks. 2. Temporarily relocating business to similar-sized existing greenhouse location would be considered. Require a retail site with high foot traffic to ensure good visibility and potential customer reach. Needs to be within a reasonable distance of both Bayswater grow site and residence. 3. Acquisition of designated land with permanent relocation of business and temporary accommodation relocation during the construction phase.	Yes	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz				
22.3	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz	Oppose	Statutory Planning	Recently started process of potentially subdividing land. Amount of land required for project would cause land to fall below zoning restrictions for subdivision, impacting subdivision plans and value.	Adjustment designation boundaries to allow for access to the back and side of greenhouses. Need a 2.5-meter-wide access strip for vehicle access behind the greenhouses. Relocation of business and lives during the construction phase. Meet with decision-makers. Other options to consider. 1. Purchase designated land only leading to large expenses mitigating damage to the business and occupants lifestyle. Substantial claims for loss of stock/sales. Allowances will be made to cover the costs of relocating aspects of property. Realignment of access for delivery trucks. 2. Temporarily relocating business to similar-sized existing greenhouse location would be considered. Require a retail site with high foot traffic to ensure good visibility and potential customer reach. Needs to be within a reasonable distance of both Bayswater grow site and residence. 3. Acquisition of designated land with permanent relocation of business and temporary accommodation relocation during the construction phase.	Yes	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz				

22.4	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz	Oppose	Wellbeing	Have health concerns that would be impacted by dust created by the construction zone closely neighbouring our home. Quality of life would become poor.	Adjustment designation boundaries to allow for access to the back and side of greenhouses. Need a 2.5-meter-wide access strip for vehicle access behind the greenhouses. Relocation of business and lives during the construction phase. Meet with decision-makers. Other options to consider. 1. Purchase designated land only leading to large expenses mitigating damage to the business and occupants lifestyle. Substantial claims for loss of stock/sales. Allowances will be made to cover the costs of relocating aspects of property. Realignment of access for delivery trucks. 2. Temporarily relocating business to similar-sized existing greenhouse location would be considered. Require a retail site with high foot traffic to ensure good visibility and potential customer reach. Needs to be within a reasonable distance of both Bayswater grow site and residence. 3. Acquisition of designated land with permanent relocation of business and temporary accommodation relocation during the construction phase.	Yes	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	info@tuckersorchidnursery.co.nz					
23.1	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Blight	Owns Sec 6 SO 308591 (adjacent to 1744 - 1748 Dairy Flat Highway). Bought land to develop. Will not be able to develop land. Not clear why so much land is required	Oppose NoR	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
23.2	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	No discussion between SGA and submitter.	Seek meeting with SGA.	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
23.3	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater. Flooding.	Potential for increased stormwater and flooding from road and impervious areas entering submitters site which would require larger stormwater areas on site to be provided.	Avoid increases in stormwater and flooding over properties.	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
23.4	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Statutory Planning. Timeframe/Lapse Period	Lack of strategic planning and lapse date too long.	Reduce lapse date and integrate planning.	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
23.5	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Review alternatives.	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
23.6	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
23.7	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 5, 6, 8, 10, 11, 12, 14 and add new conditions Re: LIP and property access.	Amend conditions.	Yes	Papanui Station House Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932		
24.1	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Access	Loss of ROW, road access, direct road access and frontage and slip road access.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road				
24.2	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Environment	Loss of covenanted area on catchment pond wall. ability for agricultural vehicles to safely negotiate to the west, native plantings, water supply, vegetable garden, 50% total fruiting trees, 50% commercial flower gardens, hedging, puriris, coppicing firewood block, shelter belts and ponds with aquifer capacity. Increase in water flow with diversion of water south of Wilks Rd bridge to Johns Creek catchment. Increase in fumes. Increase in visual pollution. Increase in dust during construction on horticultural crop.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road				
24.3	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Design	Loss of motorway bund, loss of double fencing, loss of loading ramp and stock drafting facilities, loss of implement shed, loss of farm toilet and loss of house site due to boundary requirements. Increase in ephemeral drain runoff due to east coast road diversion and larger hard surface area. RTC runs through centre of Dairy Flat (NoR 1) with its duplication of numerous bridges, its creation of seperation and division of surrounding urban areas. Provision of a slip road for property access is not adequate due to transport safety issues.	Should be located alongside current SH1 system. Feeder system from SH1 area as currently in place for car/bus network would better cater for the public with feeder bus ability to provide stops at closer intervals than the proposed RTC system. While more land would be needed alongside SH1 to enable that and possibly affect NoR 4, high speed/high flow transport network to one locale as is currently done in most other areas. Cost of community/ratepayers would be minimised and infrastructure systems improved.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road				
24.4	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Flooding	Potential increased flooding due to motorway culvert restrictions. Council planning maps show flood plains on 213 Wilks Road are caused solely by current motorway culverts.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road				
24.5	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Statutory Planning	Loss 2x title subdivision potential under the current zone rules. NoR 4 requires a rural zoning for urban development which should have been addressed earlier.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road				
24.6	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Noise	Increase in noise boundary expectations. Increase in accumulative noise from heavier traffic flows (projected more than 35000Vpd on Wilks Road, let alone SH1).	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road				

24.7	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Social Impacts	Uncertainty for families since 2016. Little regard for those who live with the repercussions. Encroachment of a busy urbanisation presence with the proposed NoR 4 on rural area with the expectations of rural lifestyle and living is not acceptable.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road			
24.8	Robert and Linda Brown	mlbrown@slingshot.co.nz	Oppose	Economic	Financial cost to purchase surplus land. Infrastructure should not come at a huge cost to the rural countryside living community. \$37m for early purchase settlement appears inadequate so it is negligent to invoke any designations until sufficient funding has been made available. Lack of funding raises issues of uncertainty and whether works will go ahead.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	Yes	Robert and Linda Brown	mlbrown@slingshot.co.nz	235 Wilks Road			
25.1	MANPREET KAUR	emanpreet@hotmail.com	Oppose	Economic	Property purchased as a rental income to subdivide in future. Proposed designation will take away 20% of property, affecting development work and creating economic disadvantages.	Abandon designation so they can realise potential for which the property was purchased. Purchase entire property (not just 20%) and compensate accordingly.	Yes	MANPREET KAUR	emanpreet@hotmail.com	6 PUAWAI STREET KAIWAKA KAIWAKA 0573			
26.1	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation. Transport.	1744 - 1748 Dairy Flat Highway but access via ROW from 1738 Dairy Flat Highway. Four resource consents for works and activities most recent in 2023 with 10 year lapse date. Sites will be landlocked by proposed road projects with no feasible access.	No feasible road access	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.2	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	Lack of proper engagement and consideration by SGA.	Undertaken property engagement and consideration of development occurring or proposed to occur.	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.3	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Access	New access to site will be required.	New access to site will be required.	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.4	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Not clear why so much land is required from the site. NoR boundary excessive relative to cross section and batters identified.	Reduce extent fo NoR	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.5	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater. Flooding.	Potential for increased stormwater and flooding from road and impervious areas entering submitters site which would require larger stormwater areas on site to be provided.	Avoid increases in stormwater and flooding over properties.	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.6	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	Lapse date too long.	Amend conditions.	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.7	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Reduce extent fo NoR	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.8	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
26.8	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 5, 6, 8, 10, 11, 12, 14 and add new LIP and access conditions.	Amend conditions.	Yes	DP Boocock No.2 Trustee Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway Orewa Auckland 0932			
27.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wish to develop and/ or sell the Submitter's Land. Not been unable to sale/enter into an agreement for the sale at a price not less than the market value that the Submitters' Land would have had.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz				
27.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Does not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz				
27.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Does not enable the social, economic and cultural well-being of the community.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz				
27.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz				
27.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz				
27.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited Attn: JGH Advisory	james@jgh.nz				

28.1	WFH Properties Limited	emma.howie@woods.co.nz	Oppose	Active Transport	Constraints/missed opportunities with the design of active mode layout.	Active mode path be re-designed to tie into existing assets including active mode path that has recently been constructed under the SH1 Orewa River bridge that connects Wainui Road with the Millwater stormwater ponds and Millwater Parkway, alleviating the requirement for a bridge/path directly alongside Stage Highway 1. Investigation is also required on alternative routes to facilitate the safe crossing of the state highway onramp and to utilise existing public roads rather than adversely impacting WFH's future development plans for Section 17 SO 503979. Active mode path should stay adjacent to Millwater Parkway until south of the Wainui Rd Bridge. Design active mode path in proximity to the Millwater Parkway State Highway 1 onramp be redesigned to avoid Section 17 SO 503979, and that the proposed expansion of the existing designation further into Section 17 SO 503979 be removed.	Yes	WFH Properties Limited Attn: Emma Howie,	emma.howie@woods.co.nz					
28.2	WFH Properties Limited	emma.howie@woods.co.nz	Oppose	Conditions	Designation Review (condition 3) – does not compel the Requiring Authority to reduce the extent of designation in response to works carried out by other parties. Could result in works being completed by others, and no reduction in designation being made. Lapse Date (condition 4) – 30 years is unnecessary. Land Use Integration Process (condition 10) – timeframes to implement this condition will not enable WFH to progress development in this area which is likely to be in advance of this condition being given effect to. A 12-month process to appoint a nominated contact is long. Land Use Integration Process (condition 10) – does not require the requiring authority to reduce extent of designation. Urban and Landscape Design Management Plan (condition 9) – does not include any feedback or input from stakeholders.	Condition 3 - Make amendments or a provision inserted into the Land Use Integration Process condition. A reduce lapse date of 5 – 10 years should be imposed. Condition 4 - Reduce lapse date to 5 – 10 years. Amend the designation review condition. Amend the Land Use Integration process condition. Amend Urban and Landscape Design Management Plan condition.	Yes	WFH Properties Limited Attn: Emma Howie,	emma.howie@woods.co.nz					
29.1	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Environment	Does not promote the sustainable management of natural and physical resources as required by Part 2 of the RMA.	Decline NoR.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.2	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Social Impacts	Does not enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety. Social and economic impacts on Submitter's business. Proposed conditions do not adequately address adverse effects.	Decline NoR.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.3	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Statutory Planning	Does not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the RMA.	Decline NoR.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.4	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Design	SH1 road widening works with support structures (i.e. 'fill batter' and 'surface flow conveyance') encroaching into the eastern portion of the site near the existing stormwater ponds and vehicle manoeuvring areas. SH1 upgrade works will require upgrades to existing slip lanes that connect the site to SH1. New 'active mode corridor', stormwater devices and associated earthworks fill batters wrapping around the western extent of service centre. Corridor will likely conflict with existing on-site servicing infrastructure, including on-site wastewater disposal.	Decline NoR.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.5	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Timeframe/Lapse Period. Uncertain Information.	Both sites: Does not specify a construction period or duration for this project. Lack of clarity provides uncertainty for the operation and potential maintenance or upgrade works for its affected service station sites.	Decline NoR or alternatively communicate project milestones with submitter including likely construction timeframe and duration.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.6	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Construction Effects	Both sites: Application proposes a suite of management plans to ensure all construction related effects (traffic, noise, vibration) can be appropriately managed during the construction period.	Decline NoR or alternatively imperative that access to sites is retained as much as practicable during works period to ensure adverse effects on their operation is minimised.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.7	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Consultation	Both sites: Proposed CTMP condition requires 'methods to maintain access to private properties where practicable, or to provide alternative access arrangements when it will not be'. Submitter supports this approach but notes no requirement for any communication and engagement with affected stakeholders.	Decline NoR or alternatively engagement critical to understand construction works, access arrangements and or restrictions will impact site operation and enable an opportunity for the Submitter to advise Waka Kotahi of its operational requirements to ensure disruption and effects can be minimised as much as practicable. Amend CTMP to require communication/engagement with submitter to ensure access to sites are maintained and any traffic related effects appropriately managed.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.8	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Noise	Both sites: Submitter supports the use of a Construction and Noise and Vibration Management Plan (CNVMP).	Decline NoR or alternatively seek to be included as a specific stakeholder.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.9	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Road Design	bp Dairy Flat: SH1 widening works are proposed to encroach into eastern boundary of service station site. Project has potential to significantly affect the operation of the service station and may necessitate changes to the existing site layout and operations resulting in significant adverse effects.	Decline NoR or alternatively minimise encroachment of SH1 road widening works into the bp Dairy Flat site.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				
29.10	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Design	bp Dairy Flat: Detailed designs of project are not available and therefore any permanent effects on the service station cannot be understood or assessed.	Decline NoR or alternatively requirement (via condition) for bp to be consulted with and provide input into the detailed design of the project as it relates to the bp Dairy Flat site including access (i.e. slip lanes) to ensure design acknowledges operational requirements of the service station and to ensure effects are appropriately minimised.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149				

29.11	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Active Transport	bp Dairy Flat: 'Active mode corridor' is proposed to wrap around western boundary of the centre where it will likely conflict with existing on-site servicing.	Decline NoR or alternatively seek to engage with Waka Kotahi to ensure an appropriate transition plan can be established to minimise disruption to site operations and associated effects. Provide a transition plan to enable bp Dairy Flat site to continue to operate where on-site servicing infrastructure will need to be relocated and associated amendments to approvals sought and gained. Could also be achieved by enabling connections to reticulated stormwater and/or wastewater networks if available at the time of the construction works.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149			
29.12	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Design	bp Dairy Flat: Any change to layout of the site arising from the designation and eventual works might result in the activities being unable to comply with conditions of consents and other legislative requirements. Process creates uncertainty for submitter and may have implications for viability of the site as a service station.	Decline NoR or alternatively considered impacts in some detail and may necessitate obtaining variations or new resource consents.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149			
29.13	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Design	bp Millwater: Corridor/infrastructure unlikely to permanently disrupt the operation of service station but this cannot be confirmed until detailed design process.	Decline NoR or alternatively clarify purpose of protrusion in the northwestern corner of site as it relates to existing and proposed designation or rectify it by aligning proposed designation boundary with the site's northern side boundary.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149			
29.14	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Construction Effects	Submitter unaware of implications the required construction works will have on existing site operations.	Decline NoR or alternatively seek input into the CTMP to ensure any potential disruption and effects are minimised as much as practicable.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149			
29.15	BP Oil New Zealand Limited	jarrod.dixon@slrconsulting.com	Oppose	Stormwater. Uncertain Information.	Protrudes into the northwestern corner of the site GeoMaps shows a stormwater pipe located between this area and Wainui Road. Submitter anticipates that stormwater from Wainui Road discharges road through this pipe and then sheet flows into the grassed area towards the SH1. Cannot be confirmed without further information. Unclear on the purpose of this protrusion for the existing and proposed designation.	Decline NoR or alternatively clarify purpose of protrusion in the northwestern corner of site as it relates to existing and proposed designation or rectify it by aligning proposed designation boundary with the site's northern side boundary. Seeks that it either be clarified or rectified as part of this NOR.	Yes	BP Oil New Zealand Limited Attn: Jarrod Dixon	jarrod.dixon@slrconsulting.com	PO Box 99 873 Auckland 1149			
30.1	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Access	Lack of detail regarding impacts including access to property from a future roading network and Station integration of RTN and Station with adjacent urban development, including Station design, amenity protection and landscaping.	Withdraw NoR or alternatively; implement in advance of urban development on property so that that development can then integrate with the adjoining SH1 cycleway/walkway. Or require 5 year lapse periods or detailed conditions/plans detailing integration of designation works with property including arrangements to address accesses/ amenity effects.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
30.2	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Timeframe/Lapse Period	NOR 4 for the SH1 improvements does not specify lapse date because existing SH1 designations have been given effect to already.	Withdraw NoR or alternatively; implement in advance of urban development on property so that that development can then integrate with the adjoining SH1 cycleway/walkway. Or require 5 year lapse periods or detailed conditions/plans detailing integration of designation works with property including arrangements to address accesses/ amenity effects.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
30.3	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Uncertain Information	Absence of consultation in relation to the RT Station. Absence of information as to how specifically the RTN and Station will integrate with and address effects on the property.	Withdraw NoR or alternatively; implement in advance of urban development on property so that that development can then integrate with the adjoining SH1 cycleway/walkway. Or require 5 year lapse periods or detailed conditions/plans detailing integration of designation works with property including arrangements to address accesses/ amenity effects.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
30.4	Leslie Edwin Hawken	michael.savage@parkchambers.co.nz	Oppose	Management Plans	Promise of management plans to come later, possibly at Outline Plan stage, is not acceptable. "Do it later" approach is to undermine the FDS strategy required by the Council and to blight the private properties for decades.	Withdraw NoR or alternatively; implement in advance of urban development on property so that that development can then integrate with the adjoining SH1 cycleway/walkway. Or require 5 year lapse periods or detailed conditions/plans detailing integration of designation works with property including arrangements to address accesses/ amenity effects.	Yes	Leslie Edwin Hawken Attn: Michael Savage	michael.savage@parkchambers.co.nz				
31.1	Highgate Business Park Limited	avs@planningfocus.co.nz		Transport	To improve connectivity to the Highgate Business Park and DCP2, designation boundaries associated with active mode path can be substantially reduced to avoid conflict with areas that are required for the development of DCP2.	Could either undertake geotechnical stabilisation works, installations of three-waters infrastructure, formation of public roads, residential lots, and ecological enhancement works / planting.	Yes	Highgate Business Park Limited Attn: Alex van Son	avs@planningfocus.co.nz	PO Box 911361, Auckland 1142			
31.2	Highgate Business Park Limited	avs@planningfocus.co.nz		Ecology	Designation runs through an area of bush that has been identified by Highgate as a location of future ecological enhancement works, required to offset ecological effects created through the development of DCP2.	Any enhancement works undertaken in this area would need to be protected in perpetuity, therefore it is important to ensure the construction of the Active Mode Path can be undertaken without detriment to existing and future ecological values.	Yes	Highgate Business Park Limited Attn: Alex van Son	avs@planningfocus.co.nz	PO Box 911361, Auckland 1142			
31.3	Highgate Business Park Limited	avs@planningfocus.co.nz		Extent of Designation	SGA were supportive of amending designation boundary to align with master plan presented. Master plan has changed, and boundary agreed between Highgate and SGA now in conflict with the current DCP2 masterplan. Uncertainty remains with the final configuration of DCP2, the likelihood of further changes (particularly at the western edge of the site), and the need to undertake a wide variety of works within the affected portion of the site.	A 10m to 20m wide corridor is more adequate. Adopt a more conservative designation boundary as seen in their attachment A provided within submission.	Yes	Highgate Business Park Limited Attn: Alex van Son	avs@planningfocus.co.nz	PO Box 911361, Auckland 1142			
32.1	Snowplanet Limited	pa@planningfocus.co.nz	Oppose	Stormwater	Designation encompasses the site's stormwater treatment, retention pond and an area reserved for an extension to the existing car park.	Use of pond for treatment and attenuation of stormwater from their site is maintained. Amend NoR to exclude area required for extension to car park. Submitter seeks a condition as follows: <i>The stormwater pond at 91 Small Road shall be appropriately sized to accommodate flows and provide treatment for maximum probable development for the site (Lot 1 DP 195048). Legal instruments shall be recorded on the record of title of Lot 1 DP 195048 is appurtenant to a drainage right to use the pond for attenuation and treatment purposes to the specified maximum probable development.</i>	Yes	Snowplanet Limited Attn: Paul Arnesen	pa@planningfocus.co.nz	PO Box 911361 Auckland Auckland 1142			
32.2	Snowplanet Limited	pa@planningfocus.co.nz	Oppose	Design	NoR affects right of way to site (over 81 and 87 Small Road). Snowplanet does not have legal frontage to Small Road.	Legal access to Snowplanet site from Small Road be maintained.	Yes	Snowplanet Limited Attn: Paul Arnesen	pa@planningfocus.co.nz	PO Box 911361 Auckland Auckland 1142			

33.1	Yibin CHEN and Zhide ZHAO	yiton28@hotmail.com	Oppose	Social Impacts	Experienced racism and bullying.	Oppose.	Yes	Yibin CHEN and Zhide ZHAO Attn: Shirley Chen	yiton28@hotmail.com	34 Monaghan Ave Mt Albert Auckland 1025			
34.1	Benjamin White	ben@redvalerv.com	Oppose	Social Impacts	Parents purchased this land and subdivided it into 3 lots (brother, himself and parents). Kids visit neighbours safely and grandparents onsite. Graze sheep. Was banking on subdividing property in the future as we are zoned future urban. NOR Destroyed family plan now and retirement plan.	Buy their property along with addresses 1722 and 1726 with early payout. Payout would resemble a property of 5 acres, distance from shopping facilities/harbour bridge, future urban zone, a business that is self contained and away from the living quarters. Also a future urban property.	No	Benjamin White	ben@redvalerv.com				
35.1	Auckland Council Parks and Community Facilities	bianka.griffiths@aucklandcouncil.govt.nz	Oppose	Environment	Concerned about effects on vegetation/bush area, stream, park assets owned and maintained by the submitter, stormwater management areas, protective interests secured over the property. Scale of effects on properties not considered.	Avoiding all effects on the properties so that properties' natural features and assets are preserved and maintained, and/or fully reinstated to the same or a better condition than they were prior to any works associated with the proposed designation.	Yes	Auckland Council Parks and Community Facilities Attn: Bianka Griffiths	bianka.griffiths@aucklandcouncil.govt.nz	Auckland House - Level 12 135 Albert Street Auckland Auckland 1010			
36.1	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	Oppose	Economic	Established property for their two sons on subdivided sections to raise their families. Money spent on Council subdivision requirements and establishing homes.	Want 1722, 1724 and 1726 properties to be fully acquired. Need time left living on existing properties once money has been paid to search for a property that would have the titles and possibility for re-establishing what they have developed.	Yes	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	1726 East Coast Road Redvale RD4 Albany Albany 0794			
36.2	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	Oppose	Social Impacts	Family (sons/grandchildren) all live near one another and support in current situation.	Want 1722, 1724 and 1726 properties to be fully acquired. Need time left living on existing properties once money has been paid to search for a property that would have the titles and possibility for re-establishing what they have developed.	Yes	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	1726 East Coast Road Redvale RD4 Albany Albany 0794			
37.1	Sam White	sam@electric-city.co.nz	Oppose	Social Impacts	Family surrounding them on both sides and run their business from their home. Child has autism so will not cope with disruption. Rely on family support. Disruption to children from construction. Parents and brother and sisters also have properties taken away.	Buy their property along with addresses 1722 and 1726 with early payout. Payout would resemble a property of 5 acres, distance from shopping facilities/harbour bridge, future urban zone, a business that is self contained and away from the living quarters.	No	Sam White	sam@electric-city.co.nz				
37.2	Sam White	sam@electric-city.co.nz	Oppose	Construction Effects	Do not want to be left in the middle of major road works, earthworks and land development.	Buy their property along with addresses 1722 and 1726 with early payout.	No	Sam White	sam@electric-city.co.nz				
38.1	Simon Lamain	simonhlamain@gmail.com	Neutral	Environment	Ensure that the impact on the environment is carefully managed and that property owners are redressed for impacts on their land.	Ensure that the impact on the environment is carefully managed and that property owners are redressed for impacts on their land.	No	Simon Lamain	simonhlamain@gmail.com	4 Cardwell Street Onehunga Auckland 1061			
39.1	BRENDAN AND TERRY LAMAIN	brendanandterry@gmail.com	Neutral	Environment	Concerned that the effected property owners and the environment are protected.	Protect environment, in particular the flora, fauna, and aquatic environment.	No	BRENDAN AND TERRY LAMAIN	brendanandterry@gmail.com	152 Lonely Track Road ALBANY AUCKLAND 0632			
40.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
40.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
40.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
41.1	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Transport	Private Plan Change includes transport upgrades as prerequisites to levels of development, including a new northbound onramp at the Silverdale West Interchange. This conflicts with the location of active mode infrastructure detailed within NoR 4.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
41.2	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Consultation	Broader land use integration issues from lack of consultation with affected landowners. Fletcher and others are progressing a Private Plan Change. There are overlaps between that process and the NoR. Does not appropriately integrate transport upgrades with land use activity in the locality. Lack of engagement with landowners to understand and integrate with land use projects actively being progressed across the wider locality.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR. Coordinate and integrate within NoR 4 and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners, and the public more generally: (i) scope to have phased delivery of the works described in NoR 4 (ii) scope for mixed methods of delivery, including through public and private works; and (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
41.3	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
41.4	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Statutory Planning	Inconsistent with other relevant planning documents including the Auckland Unitary Plan.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
41.5	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Extent of Designation	Does not integrate with programmed land use and development within the Silverdale West Industrial Precinct. Spatial extent of NoR project footprint and identified land requirements exceeds the land required for the proposed works. Will reduce amount of usable land for urban development.	Reduce spatial extent of the NoR boundary within the Plan Change Area such that the land take is minimised to the extent necessary to house the upgraded transport infrastructure (road, cycleway and footpath). Post-construction boundary should be shown on the NoR plan and should exclude the residual land required for construction which should remain in private land ownership.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
41.6	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Alternatives	Will not result in the most appropriate transport outcomes when compared to possible alternative alignment options.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410

41.7	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Timeframe/Lapse Period	30-year timeframe for implementation. Already identified some existing land use and transport integration issues, it is inevitable that there will be more in the future as North Project elements are implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
41.8	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Conditions	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 8, Condition 9, Condition 10 and Condition 11 "at the time of the Outline Plan is applied for".	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
42.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
42.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
43.1	Weiti Green Limited	aaron@civilplan.co.nz	Support	Extent of Designation	"General Arrangement Plan Overall" shows the extent of NoR 4 covers all of the works described above. However, the "General Arrangement Layout Plan" Sheet 2 for NoR 4 shows the "Proposed Increase to Existing Designation", shaded purple, only applies to part of the works described above where outside of the existing designations applying to the State Highway 1 (Northern Motorway) corridor. Areas not shown are those covered by the existing designation for Penlink (reference 6777). NoR 4 does not propose to extend designation 6777 for Penlink, nor do any of the other NoRs. Designation 6777 is subject to its own conditions of consent, which include the requirement for all works within the designation to be generally in accordance with the plans contained in Volume 3 of the Notice of Requirement dated 21 October 2014. It is expected that that the works proposed by NoR 4 and shown (on the general arrangement plans) would be beyond those shown on the plans dated 21 October 2014 – otherwise, there would be no need for NoR 4 to show works within this area.	Since works proposed by NoR 4 are a new project to be undertaken after completion of Penlink (under designation 6777), all works should be undertaken in accordance with the conditions of NoR 4, rather than designation 6777. Extent of NoR 4 be increased to cover all land within designation 6777 shown on "General Arrangement Plan Overall" as subject to NoR 4.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
43.2	Weiti Green Limited	aaron@civilplan.co.nz	Support	Access	Penlink access roads are inadequate for future transport needs. Upgrading interchanges may be difficult, constraining the ability to provide for future growth within the Weiti FUZ area. Penlink designation (6777) is beyond extent of current NoRs.	Inadequacy in design of Penlink interchanges makes it critical that additional access to WGL's landholdings is enabled. Access needed onto East Coast Road, or intersection of Penlink with its connection to East Coast Road (currently proposed as a roundabout).	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
43.3	Weiti Green Limited	aaron@civilplan.co.nz	Support	Road Design	Does not appear to give any consideration to a future road connection off East Coast Road to serve development of FUZ land. Without changes to design shown on general arrangement plans for NoR 4, this could necessitate three major intersections within a stretch of 300 m, which may not result in an efficient or effective transport network.	Proposed roading design for East Coast Road and Penlink must be reconsidered to allow for a road connection to 1697 East Coast Road in a manner that would not adversely affect the transport network. Advice from HGCL indicates that any arterial or collector road onto East Coast Road would need to be a roundabout or signalised intersection. Access roads onto Penlink currently being constructed have not been designed to cater for full buildout of the Weiti future urban area and so additional routes onto Penlink and State Highway 1 need to be provided for.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
43.4	Weiti Green Limited	aaron@civilplan.co.nz	Support	Design	NoRs and associated proposed works in their current form give no consideration to future road access to development at 1695 East Coast Road.	For urban development, a future road access from East Coast Road is imperative. Access to and from the roundabout on Penlink to support future urban growth at this site. Road upgrades proposed under NoR 4 show the construction of a shared path between the Penlink roundabout and the site, potentially preventing realisation of this road connection. WGL seeks assurance that such road connections will not be precluded by the proposed works. For the connection between Penlink and East Coast Road, it is likely that a higher capacity intersection would be necessary, which may require a larger area than provided for by the NoR. Review their traffic modelling and reconsider the indicative design of the connection between East Coast Road and Penlink. Feasible access between the realigned East Coast Road and WGL's eastern landholding (1695 East Coast Road), up to the edge of the existing road reserve. Access between the Penlink roundabout and WGL's eastern landholding (1695 East Coast Road). Feasible access between the realigned East Coast Road and WGL's western landholding (1697 East Coast Road), which may require amendments to the design of the connection between East Coast Road and Penlink.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
43.5	Weiti Green Limited	aaron@civilplan.co.nz	Support	Uncertain Information	Jackson Way as a recommended arterial road was not within scope for the Detailed Business Case, inferring that it would be delivered outside Te Tupu Ngāhahi. WGL seeks clarification as to how this arterial road upgrade and extension would be delivered.	Upgrade of Jackson Way should be included in the NoRs to complete the required arterial network. WGL would welcome any further information from AT and SGA regarding its expected delivery.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
43.6	Weiti Green Limited	aaron@civilplan.co.nz	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	Bus stops or a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. Feeder buses could also connect to the future stations along corridor.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445

43.7	Weiti Green Limited	aaron@civilplan.co.nz	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. Current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining future growth.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
43.8	Weiti Green Limited	aaron@civilplan.co.nz	Support	Conditions	Amend conditions.	Establish a process to encourage/facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the designation. Provide for ongoing consultation with WGL prior to and during construction of works under NoRs 4 and 13 where adjacent to WGL's landholdings, including ensuring that ongoing access to sites. The SCEMP condition proposed by NZTA should be amended further to apply from 18 months prior to an outline plan being submitted. At the time of preparing an outline plan, the final road design is consistent with any structure planning undertaken by Auckland Council or by any other party in support of a private plan change request that covers WGL's landholdings.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
44.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
45.1	PetParks Limited	richardc4@icloud.com	Oppose	Timeframe/Lapse Period	30 year plan means unable to plan personal and business future.	Need to have situation fully addressed between all parties in order to achieve a timely, reasonable and fair agreement.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.2	PetParks Limited	richardc4@icloud.com	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.3	PetParks Limited	richardc4@icloud.com	Oppose	Social Impacts	Property and business is their retirement plan, causing hardship and stress. Will lose rural view.	Supply details of current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.4	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.	Supply details of current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.5	PetParks Limited	richardc4@icloud.com	Oppose	Climate Change	Property and business is situated at a main confluence point of many of the Okura river tributaries. Likely property subjected to Global Warming effects.	Need to know what work is planned on the land around them and that the proposed ensures safety, client confidence and enable the running of their business without bookings being affected in any way.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.6	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.7	PetParks Limited	richardc4@icloud.com	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
45.8	PetParks Limited	richardc4@icloud.com	Oppose	Safety	Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road will likely to adversely affect them.	Need to know what these planned safety improvements are before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622

North - NoR 5														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Sean and Catharina Hilditch	sean@growinggardens.co.nz	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent or early buy out so they can establish a nursery elsewhere. If it does not sell they require AT to purchase property and compensate for business disruption. Require shadehouses, crop cover etc.	No	Sean and Catharina Hilditch	sean@growinggardens.co.nz	1323 Aguroa Road	Warkworth		02102310920
Y	1.2	Sean and Catharina Hilditch	sean@growinggardens.co.nz	Oppose	Economic	Will make it difficult or impossible to further develop their business, forcing them to sell.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent or early buy out so they can establish a nursery elsewhere. If it does not sell they require AT to purchase property and compensate for business disruption. Require shadehouses, crop cover etc.	No	Sean and Catharina Hilditch	sean@growinggardens.co.nz	1323 Aguroa Road	Warkworth		02102310920
Y	2.1	Susan Caroline McCulloch	5mccullochs@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Susan Caroline McCulloch	5mccullochs@gmail.com	62A Matipo Road	Mairangi Bay	Auckland 0630	0211113230
Y	2.2	Susan Caroline McCulloch	5mccullochs@gmail.com	Oppose	Economic	Properties now unsaleable.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Susan Caroline McCulloch	5mccullochs@gmail.com	62A Matipo Road	Mairangi Bay	Auckland 0630	0211113230
Y	2.3	Susan Caroline McCulloch	5mccullochs@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Susan Caroline McCulloch	5mccullochs@gmail.com	62A Matipo Road	Mairangi Bay	Auckland 0630	0211113230
Y	3.1	Gordon John McCulloch	5mccullochs@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Gordon John McCulloch	5mccullochs@gmail.com	62A Matipo Road	Mairangi Bay	Auckland 0630	021513877
Y	3.2	Gordon John McCulloch	5mccullochs@gmail.com	Oppose	Economic	Properties now unsaleable.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Gordon John McCulloch	5mccullochs@gmail.com	62A Matipo Road	Mairangi Bay	Auckland 0630	021513877
Y	3.3	Gordon John McCulloch	5mccullochs@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Gordon John McCulloch	5mccullochs@gmail.com	62A Matipo Road	Mairangi Bay	Auckland 0630	021513877
Y	4.1	David Heaton	stephen.heaton@yahoo.com.au	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	David Heaton	stephen.heaton@yahoo.com.au	8B Eastwood Rise	Brownsbay	Auckland 0630	0272012941
Y	4.2	David Heaton	stephen.heaton@yahoo.com.au	Oppose	Economic	Properties now unsaleable.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	David Heaton	stephen.heaton@yahoo.com.au	8B Eastwood Rise	Brownsbay	Auckland 0630	0272012941

Y	4.3	David Heaton	stephen.heaton@yahoo.com.au	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	David Heaton	stephen.heaton@yahoo.com.au	8B Eastwood Rise	Brownsbay	Auckland 0630	0272012941
Y	5.1	Paul Heaton	PaulH@phoenixnz.co.nz	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Paul Heaton	PaulH@phoenixnz.co.nz	8B Eastwood Rise	Brownsbay	Auckland 0630	0272012941
Y	5.2	Paul Heaton	PaulH@phoenixnz.co.nz	Oppose	Economic	Properties now unsaleable.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Paul Heaton	PaulH@phoenixnz.co.nz	8B Eastwood Rise	Brownsbay	Auckland 0630	0272012941
Y	5.3	Paul Heaton	PaulH@phoenixnz.co.nz	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Paul Heaton	PaulH@phoenixnz.co.nz	8B Eastwood Rise	Brownsbay	Auckland 0630	0272012941
Y	6.1	Olivia Ellen Hart nee Heaton	olivia.heaton9@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Olivia Ellen Hart nee Heaton	olivia.heaton9@gmail.com	2/28 Rosario Crescent	Red Beach		0212415111
Y	6.2	Olivia Ellen Hart nee Heaton	olivia.heaton9@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Olivia Ellen Hart nee Heaton	olivia.heaton9@gmail.com	2/28 Rosario Crescent	Red Beach		0212415111
Y	7.1	Corbin Gilbert Hart	corbinhart41@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Corbin Gilbert Hart	corbinhart41@gmail.com	2/28 Rosario Crescent	Red Beach		021719186
Y	7.2	Corbin Gilbert Hart	corbinhart41@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Corbin Gilbert Hart	corbinhart41@gmail.com	2/28 Rosario Crescent	Red Beach		021719186
Y	8.1	Fleur Louise Heaton	fleur.heaton@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Fleur Louise Heaton	fleur.heaton@gmail.com	29 Weranui Road	Waiwera		02102229018
Y	8.2	Fleur Louise Heaton	fleur.heaton@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Fleur Louise Heaton	fleur.heaton@gmail.com	29 Weranui Road	Waiwera		02102229018
Y	9.1	Scott Martin Heaton	smearthmoving1@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Scott Martin Heaton	smearthmoving1@gmail.com				0274914254

Y	9.2	Scott Martin Heaton	smearthmoving1@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Scott Martin Heaton	smearthmoving1@gmail.com				0274914254
Y	10.1	Lynnette Jean Heaton	lynette.jean13@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Lynnette Jean Heaton	lynette.jean13@gmail.com	105 Jervis Road	Waiwera 0950		0272392010
Y	10.2	Lynnette Jean Heaton	lynette.jean13@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Lynnette Jean Heaton	lynette.jean13@gmail.com	105 Jervis Road	Waiwera 0950		0272392010
Y	11.1	Martin Stuart Heaton	heatons@xtra.co.nz	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Martin Stuart Heaton	heatons@xtra.co.nz	105 Jervis Road	Waiwera 0950		0274946826
Y	11.2	Martin Stuart Heaton	heatons@xtra.co.nz	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Martin Stuart Heaton	heatons@xtra.co.nz	105 Jervis Road	Waiwera 0950		0274946826
Y	12.1	Jarrold Ethan McCulloch	jarrod.e.mcculloch@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Jarrold Ethan McCulloch	jarrod.e.mcculloch@gmail.com	148a Sunset Road	Unsworth Heights	Auckland 0632	0273891382
Y	12.2	Jarrold Ethan McCulloch	jarrod.e.mcculloch@gmail.com	Oppose	Economic	Properties now unsaleable.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Jarrold Ethan McCulloch	jarrod.e.mcculloch@gmail.com	148a Sunset Road	Unsworth Heights	Auckland 0632	0273891382
Y	12.3	Jarrold Ethan McCulloch	jarrod.e.mcculloch@gmail.com	Oppose	Timeframe/Lapse Period	Claim of land some decades ahead of development of structure plans for urbanisation and confirmation of transport needs.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent.	Yes	Jarrold Ethan McCulloch	jarrod.e.mcculloch@gmail.com	148a Sunset Road	Unsworth Heights	Auckland 0632	0273891382
Y	13.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	14.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	14.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	14.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980

Y	15.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/or sell the Submitter's Land. Owner has tried to sell but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	15.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	15.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	15.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	15.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	15.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	16.1	Lynnaire Stubbing	glstubbing@gmail.com	Oppose	Compensation. Uncertain Information.	Proposed designation will restrict use of their property for the foreseeable future without compensation and certainty if or when the motorway overbridge and link road will be constructed. Lack of clarity as to the need and timing of the public works, considered premature and unjust.	Withdraw NoR 5. Defer any further planning of transportation corridors until the form, location and timing of Dairy Flat urbanisation is confirmed to be imminent. If NoR is not withdrawn then minimise the extent of the designation.	No			143 Top Road	Dairy Flat	Auckland 0792	
Y	16.2	Lynnaire Stubbing	glstubbing@gmail.com	Oppose	Extent of Designation	Extent of the proposed designation on our property is excessive - encroaching 40m into our property and occupying an area of 3400 m2.	AT's own design guidelines for Contractor's working area show that the designation should encroach only half that distance and occupy less than one-quarter of the proposed area.	No			143 Top Road	Dairy Flat	Auckland 0792	
Y	17.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	18.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	18.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	19.1	Weiti Green Limited	aaron@civilplan.co.nz	Support	Uncertain Information	Jackson Way as a recommended arterial road was not within scope for the Detailed Business Case, inferring that it would be delivered outside Te Tupu Ngātahi. WGL seeks clarification as to how this arterial road upgrade and extension would be delivered.	Upgrade of Jackson Way should be included in the NoRs to complete the required arterial network. WGL would welcome any further information from AT and SGA regarding its expected delivery.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445

Y	19.2	Weiti Green Limited	aaron@civilplan.co.nz	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	As a minimum, bus stops or, ideally, a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. In order to also provide convenient access to the rapid transit corridor proposed by NoR 1, these feeder buses could also connect to the future stations along that corridor.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	19.3	Weiti Green Limited	aaron@civilplan.co.nz	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. When considering the NoRs (which do not include any upgrades to the Penlink Link Roads), it should not be assumed that transfers between bus services can be accommodated further along Penlink, outside of areas subject to the NoRs. The current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining the ability to provide for future growth within the Weiti future urban area.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	20.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
Y	21.1	PetParks Limited	richardc4@icloud.com	Oppose	Uncertain Information	Do not understand what the word "interim" in the "Bus shoulder lanes from Albany to Silverdale (interim)" means.	Need to know what is inferred by the word "interim" in the "Bus shoulder lanes from Albany to Silverdale (interim)", before they can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.2	PetParks Limited	richardc4@icloud.com	Oppose	Timeframe/Lapse Period	30 year plan means unable to plan personal and business future.	Need to have situation fully addressed between all parties in order to achieve a timely, reasonable and fair agreement.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.3	PetParks Limited	richardc4@icloud.com	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.4	PetParks Limited	richardc4@icloud.com	Oppose	Social Impacts	Property and business is their retirement plan, causing hardship and stress. Will lose rural view.	Supply details of current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.5	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.	Supply details of current contact persons.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622

Y	21.6	PetParks Limited	richardc4@icloud.com	Oppose	Climate Change	Property and business is situated at a main confluence point of many of the Okura river tributaries. Likely property subjected to Global Warming effects.	Need to know what work is planned on the land around them and that the proposed ensures safety, client confidence and enable the running of their business without bookings being affected in any way.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.7	PetParks Limited	richardc4@icloud.com	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.8	PetParks Limited	richardc4@icloud.com	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622
Y	21.9	PetParks Limited	richardc4@icloud.com	Oppose	Safety	Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road will likely to adversely affect them.	Need to know what these planned safety improvements are before we can expand on this.	Yes	PetParks Limited Attn: Charles Richard Capstick & Caroline Louise Burrows	richardc4@icloud.com	1384/1374 East Coast Road	RD 4 Albany	Auckland 0794	09 473 8622

North - NoR 6														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Vineway Limited	ian@publicworksadvisory.co.nz	Oppose	Integration	Proposal does not integrate with future residential development of the land. Question the land requirement, proposed stormwater pond location and proposed built levels without referencing and integrating with future residential development on the land.	Consideration of future residential development at 53B and 55 Russel Road. Integrate the proposed road designation with a full residential development including (not limited to) optimal positioning, levels, setback, batter support, retaining walls, vehicle access, stormwater management and other development considerations.	Yes	Vineway Limited Attn: Ian Campbell c/- Public Works Advisory Limited	ian@publicworksadvisory.co.nz	Level 8 139 Quay Street	Auckland 1010		0274770486
Y	1.2	Vineway Limited	ian@publicworksadvisory.co.nz	Oppose	Road Design	Road network plan requires significant land taken for batter support/temporary occupation. Road design does not integrate or provide for servicing a future residential development.	Consideration of future residential development at 53B and 55 Russel Road. Integrate the proposed road designation with a full residential development including (not limited to) optimal positioning, levels, setback, batter support, retaining walls, vehicle access, stormwater management and other development considerations.	Yes	Vineway Limited Attn: Ian Campbell c/- Public Works Advisory Limited	ian@publicworksadvisory.co.nz	Level 8 139 Quay Street	Auckland 1010		0274770486
Y	2.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	3.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	3.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	3.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	4.1	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Amenity	Golf amenities (holes, tee offs, green pathway for restaurant venue hire etc) not considered.	Amend NoR. Conduct assessment to understand effects on golf amenities.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.2	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	No information or consultation with submitter prior to public notification. Lack of consultation has caused distress. Low submitter turnout, and anxiety in community.	Amend NoR. Consult with community and submitter.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.3	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Documents	NOR documents are high/general level, rather than specific. Challenging for the submitter to find anything specific to their site or area. No mention of Submitter's business or site making the assessments/conclusions of specialists inaccurate.	Amend NoR. Conduct assessment that is specific.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.4	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Social Impact	No specific assessment on submitter's property and business. Social facility difficult to establish or retrofit. The community services and facilities map does not identify the site or use.	Amend NoR. Conduct assessment on social impacts that address submitters concerns.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.5	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Documents	Report fails to acknowledge the nature of the site at 379 Wainui Road. Mention of it as rural residential use is incorrect.	Reports conclusions/recommendations should be revisited (construction, visual and associative effects). Measures from the report should be implemented (Minimise/restricting the designation footprint, avoiding valuable landscape features, consider opportunities early, regular communication with community, opportunity for input into landscape treatments, prior to the Start of Construction for a Stage of Work revalidate the landscape, natural character, and visual effects of construction within the contemporary landscape. ULDMP shall clearly state which effects identified in this assessment are still valid, follow natural topography to minimise earthworks/ retaining walls, minimise vegetation loss by restricting the construction, Retention of established rural and amenity plantings within the designation along Wainui Road.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.6	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Area included within the NOR is too large and onerous for the intended works.	Area needs to be refined/reduced to balance the need for infrastructure upgrades while also maintaining the functionality of the site. A more refined area and proposal should be progressed.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.7	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Access. Economic.	The pedestrian, vehicle and cyclist access to and from the site will be disrupted for significant periods affecting business. Loss of the vehicular right turns in and out of the site is concerning.	Install roundabouts – this will increase trip length for customers and employees.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.8	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater	Stormwater pond at 379 Wainui Road will have effects on the business and the amenity and function of the property as a golf resort. Cuts down from a 9-hole golf course to a 7-hole. No pond alternatives.	Pond location should be directly opposite on the northern side of Wainui Road, where the small residential property is being acquired. Site is down hill and close to the stream for appropriate discharge of stormwater.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857

Y	4.9	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Flooding	Increased impervious area/differing contours could increase flooding/overland flows at submitters site. Any increased flooding or overland flows should be avoided/managed within the designation area. May create a new wetland areas onsite which will limit the ability to use the site and evolve the business/develop.	The pond location should be directly opposite on the northern side of Wainui Road, where the small residential property is being fully acquired. The site is close to the stream for appropriate discharge of stormwater.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.10	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	Duration of designation is too long, impacting the submitter's property useability, and saleability.	Duration should be reduced to 10-15 years in order to moderate the impact on landowners.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.11	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Economic	Negative impacts on land value, use and saleability of the land. Submitter faced with hardship.	Amend NoR.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.12	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Compensation	Impact on submitter's business.	Compensation costs to be significantly higher than that of a normal rural property.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.13	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Construction Effects	High and long periods of noise and vibration proposed affecting amenity (27 accommodation units and restaurant). Construction effects will destroy the vegetated northern boundary, and manicured fairways.	Amend NoR.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.14	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Economic	During construction loss of income for staff. Golf course is reduced in area etc so permanent loss of income from business failure.	Amend NoR.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.15	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Issues with conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	See NoR6_04 Northridge 2018 Limited Submission for extensive amendments to conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.16	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Design	Road widening does not accurately consider the submitter's property.	Widen Wainui Road northwards, rather than southwards, minimising character and amenity impacts. Avoid removal of the mature boundary vegetation, integral aspects of the golf course, wedding venue and garden areas, reduce compensation costs, minimise earthwork and batters due to the more level contours and adjacent sites to the north are limited to rural pasture.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.17	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater	Stormwater pond will have significant effects on the Northridge Country Lodge.	Location is not required to be here, and the alternative location on the adjacent side of the road should be explored.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	4.18	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater	Impact from temporary construction area over a large area of golf course. Limited potential that contractors return to the area to a similar standard as when they received the land. Watercare's contractors installed the large wastewater pipe through the site.	Use of the rural paddocks on the northern side of Wainui Road as an alternative (open and flat areas of pasture).	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	5.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/or sell the Submitter's Land. In respect of sale, the owner has tried but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	5.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	5.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	5.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	5.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	5.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	6.1	AV Jennings Limited	ila@campbellbrown.co.nz	Support in Part	Timeframe/Lapse Period	30 years lapse period is excessive and provides uncertainty to landowners and occupiers.	Submitter requests a meeting with the Requiring Authority prior to the hearing. A lapse date of 10 years is recommended.	Yes	AV Jennings Limited c/- Campbell Brown Planning Limited	ila@campbellbrown.co.nz	PO Box 147001	Ponsonby	Auckland 1144	0211479681
Y	6.2	AV Jennings Limited	ila@campbellbrown.co.nz	Support in Part	Uncertain Information. Environment.	Designation outside road corridor, requiring removal of vegetation protected by covenant. Unclear if this matter has been considered.	To know that any amendments to the covenant and replacement vegetation will be at the responsibility and at the cost of the requiring authority.	Yes	AV Jennings Limited c/- Campbell Brown Planning Limited Attn: Ila Daniels	ila@campbellbrown.co.nz	PO Box 147001	Ponsonby	Auckland 1144	0211479681
Y	6.3	AV Jennings Limited	ila@campbellbrown.co.nz	Support in Part	Amenity	The interface with southern stage (shown in Figure 2) will result in a narrow slither of land in between the arterial road and the Ara Hills Development site. It is not clear if there are conditions that will suitably manage this interface and relationship to ensure it responds to the consented dwellings (not yet constructed).	Need to have a suitable landscape response to manage amenity impacts on this adjacent consented lots.	Yes	AV Jennings Limited c/- Campbell Brown Planning Limited Attn: Ila Daniels	ila@campbellbrown.co.nz	PO Box 147001	Ponsonby	Auckland 1144	0211479681
Y	6.4	AV Jennings Limited	ila@campbellbrown.co.nz	Support in Part	Earthworks	It is not clear what proposed conditions will manage the protection of the palisade wall and the stability of future consented development beyond this area.	Confirmation and/or conditions are provided to ensure that the palisade walls under construction are protected and surrounding development will not be structurally impacted by placement of the fill extent adjacent to the boundary.	Yes	AV Jennings Limited c/- Campbell Brown Planning Limited Attn: Ila Daniels	ila@campbellbrown.co.nz	PO Box 147001	Ponsonby	Auckland 1144	0211479681

Y	6.5	AV Jennings Limited	ila@campbellbrown.co.nz	Support in Part	Noise	Conditions 29-35 (operational acoustic matters) not clear if condition wording (and mitigation/attenuation) has provided for the consented dwellings not yet constructed adjacent to and long the designation boundary.	Confirmation that operational noise matters and suitable attenuation will be provided for the consented dwellings within the Ara Hills development site. Construction noise and associated conditions to take account of future residents within the new dwellings.	Yes	AV Jennings Limited c/- Campbell Brown Planning Limited Attn: Ila Daniels	ila@campbellbrown.co.nz	PO Box 147001	Ponsonby	Auckland 1144	0211479681
Y	7.1	Cole McCallion	coolahkass@hotmail.com	Oppose	Timeframe/Lapse Period	Not enough details about inconvenience reimbursement and realistic timeline so that they can plan for not living there when construction and strangers are on the property.	More certainty of specific effects for the property and time period.	Yes	Cole McCallion	coolahkass@hotmail.com	2 Upper Orewa Road	Silverdale	Auckland 0992	021514624
Y	7.2	Cole McCallion	coolahkass@hotmail.com	Oppose	Uncertain Information	Questions around if the land will be taken permanently. Limited information around parking, removal of trees/fence, income loss, access.	More certainty of specific effects for the property and time period.	Yes	Cole McCallion	coolahkass@hotmail.com	2 Upper Orewa Road	Silverdale	Auckland 0992	021514624
Y	8.1	Visavis Limited	visavis@xtra.co.nz	Oppose	Stormwater	School proposed, more beneficial that houses, town houses and apartments are constructed. Oblong shaped pond not aesthetically pleasing positioning near housing. Orewa river which borders 22 Upper Orewa should act as a catchment area. If 24 Upper Orewa is used for stormwater as the pink line indicates would the complete block be taken?	See the storm water pond moved to Upper Orewa border of 406 Wainui Road, on the proposed school back field.	Yes	Visavis Limited	visavis@xtra.co.nz	PO Box 4	Silverdale	Auckland 0944	0223413997
Y	8.2	Visavis Limited	visavis@xtra.co.nz	Oppose	Compensation	Bought 24 Upper Orewa Road for an investment property.	Property not to be taken by AT. Be kept up to date of any planning, changes and want to be included in the hearing. Be notified at least 12 months before any works begin and discuss compensation.	Yes	Visavis Limited	visavis@xtra.co.nz	PO Box 4	Silverdale	Auckland 0944	0223413997
Y	8.3	Visavis Limited	visavis@xtra.co.nz	Oppose	Economic. Ecology	Long term tenant runs their business from the glasshouses. Wildlife inherent to the land has a high ecological value (see their Appendix D).	Be kept up to date of any planning, changes and want to be included in the hearing.	Yes	Visavis Limited	visavis@xtra.co.nz	PO Box 4	Silverdale	Auckland 0944	0223413997
Y	9.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	9.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	9.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	9.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	9.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	10.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	10.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	11.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016

North - NoR 7														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Geoff Upson	geoff.upson@hotmail.com	Oppose	Traffic	Proposed designs do not allow for a safe speed limit of 100km/h. No consideration given to protection of long distance travelers being able to safely get through driveways and intersections. Additional connections from Kahikatea Flat Road to the new proposed Wilks Road onramp do not provide safe and efficient travel from the east to west due to conflicts with properties alongside the road and intersections.	Update designs for safe and efficient travel through the subdivision (east to west) for essential motor vehicle travel such as freight and commuters. Protect travel past development without combining long distance travellers and short distance travellers and pedestrians etc.	Yes	Geoff Upson	geoff.upson@hotmail.com	112 oyster point road	kaukapakapa	auckland 0984	02102410569
Y	2.1	Karen Windust	windys@xtra.co.nz	Support	Traffic	Pine Valley Road is a major link to Milldale now that the roundabout in Pine Valley has been established. Traffic congestion from the roundabout to the top of Pine Valley, area needs new roading desperately.	To upgrade Pine Valley Road within the next 5 years.	No	Karen Windust	windys@xtra.co.nz	225 Pine Valley Road	Silverdale	Auckland 0992	
Y	3.1	Carlton Windust	windys@xtra.co.nz	Support	Timeframe/Lapse Period	Congested traffic already now with entrance of Milldale onto Pine Valley Road. Needs upgrading now.	Pine Valley Road upgrade as a first priority due to huge growth which will only escalate traffic issues.	No	Carlton Windust	windys@xtra.co.nz	225 Pine Valley Road	Silverdale	Auckland 0992	
Y	4.1	Starglow Limited	cliff@mcs.co.nz	Oppose	Design	Extent of proposed road widening will damage driveway, drainage system, landscaping and other improvements.	Remove the designation from their property by amending the NoR. Transition can be constructed within the 9m wide berm between the existing road tarmac and their boundary and thus not needed to extend into their property.	No	Starglow Limited Attn: Clifford Ronald Tyler	cliff@mcs.co.nz	346 Pine Valley Road	Dairy Flat	Auckland 0992	0272767870
Y	5.1	Bryce and Philippa Catchpole	bryce@theshedco.co.nz	Oppose	Extent of Designation	Extent of proposed road widening will damage their driveway, drainage system, landscaping and other improvements. Property outside the future urban zone and the proposed road widening along their frontage is a short transition between the existing rural road and future suburban road.	Remove the designation from their property by amending the NoR. Transition can be constructed using a minor retaining walls located within the existing road corridor and need not extend into their property.	No	Bryce and Philippa Catchpole	bryce@theshedco.co.nz	348 Pine Valley Road	Silverdale		0272922400
Y	6.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	7.1	Mark De La Roche	markdelaroche@gmail.com	Oppose	Economic	Compromises and devalues land by taking the useable flat space which supports business. Flat land areas are limited.	Removal of all acquisitions or acquisition of entire property to protect ecological value of the waterway. Or complete purchase of property by AT. Immediately rectify collapsed culvert under the existing road to reduce flooding.	Yes	Mark De La Roche	markdelaroche@gmail.com	PO Box 57	Kaiwaka	Kaipara 0542	0274741860
Y	7.2	Mark De La Roche	markdelaroche@gmail.com	Oppose	Ecology	Property has a significant zone of ecological influence with a stream of ecological value.	Removal of all acquisitions or acquisition of entire property to protect ecological value of the waterway. Or complete purchase of property by AT. Immediately rectify collapsed culvert under the existing road to reduce flooding.	Yes	Mark De La Roche	markdelaroche@gmail.com	PO Box 57	Kaiwaka	Kaipara 0542	0274741860
Y	8.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	8.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	8.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	9.1	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Extent of Designation	Insufficient consideration to the designation boundary. Boundary greater than the area of land that is required (24m). Reduces future land development opportunities. Inconsistent with Part 2 of the RMA.	Minimise required land take. Expanded stormwater basin and associated designation at 37 Old Pine Valley be removed. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries). Schedule 1 of the proposed conditions be amended following review of the extent of the designation boundary.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	9.2	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Oppose lapse date proposed at Condition 4, of 30 years. Lapse period is excessive and will prevent future development opportunities progressing cohesively. Sterilising the land until funding is allocated does not represent Part 2 of the RMA.	Reviewed and reduced lapse period to be consistent with section 184(1) of the RMA (5 years).	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	9.3	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	9.4	Fulton Hogan Land Development	nickr@barker.co.nz	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 11, Condition 14 and Condition 15 "at the time of the Outline Plan is applied for".	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330

Y	10.1	Sharon Wales	sharon.wales18@gmail.com	Oppose	Timeframe/Lapse Period	Blight their property title due to uncertainty the NoR gives. Taints or restrict their estates "Record of Title" for an uncertain outcome. 30 years will have an affect with potential lenders decisions for future owners. Project reduces the use and amenity of home.	Compensation up-front today. NZTA should purchase the property outright, in its entirety, at the highest of market levels associated with industrial land zoning.	Yes	Sharon Wales	sharon.wales18@gmail.com					02102218939
Y	11.1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Heritage	Historic heritage features/places within the NoR such as R10/737 - Kelly Homestead, CHI 22186 - Wēiti Portage and Potential – 158 Pine Valley Road will potentially be affected.	Through the archaeological and heritage assessment manage potential impacts, and mitigate effects resulting from the future construction through the preparation of a Historic Heritage Management Plan ('HHMP') before construction of NoR 7 commences.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291	Auckland 1143			0276840833
Y	11.2	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 23 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 23.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291	Auckland 1143			0276840833
Y	12.1	ACGR Old Pine Limited	james@iqh.nz	oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. In respect of sale, the owner has tried but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz					0212771425
Y	12.2	ACGR Old Pine Limited	james@iqh.nz	oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz					0212771425
Y	12.3	ACGR Old Pine Limited	james@iqh.nz	oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz					0212771425
Y	12.4	ACGR Old Pine Limited	james@iqh.nz	oppose	Future generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz					0212771425
Y	12.5	ACGR Old Pine Limited	james@iqh.nz	oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz					0212771425
Y	12.6	ACGR Old Pine Limited	james@iqh.nz	oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz					0212771425
Y	13.1	Keith James Dickson	kdickson@tonkintaylor.co.nz	oppose	Road Design	Proposed roundabout at Young Access Road designed for current zoning rather than future zoning, proposed designation boundary so unlikely wide enough.	Redesign roundabout by adding a 4th leg (to the South) while considering road user safety to serve the existing 6 properties (Future Urban Zone rather than Rural). May require a slight relocation of roundabout/impact designation boundaries.	yes	Keith James Dickson	kdickson@tonkintaylor.co.nz	21 Forrest Hill Road	Milford	Auckland 0620		093556044
Y	13.3	Keith James Dickson	kdickson@tonkintaylor.co.nz	oppose	Safety	Driveway close to roundabout is a safety hazard. Future development potential and current solution cannot be adequate for Council's projections. Lodgement Drawing SGA-DRG-NTH-100-GE-7000 Rev C appears to show a pedestrian crossing in the middle of the residual driveway exit from 225 Pine Valley Road, is unsafe.	Amend NoR.	yes	Keith James Dickson	kdickson@tonkintaylor.co.nz	21 Forrest Hill Road	Milford	Auckland 0620		093556044
Y	13.4	Keith James Dickson	kdickson@tonkintaylor.co.nz	oppose	Concept	NoR based on concept rather than a considered and analysed preliminary design. Relying on a concept with shortcomings makes any future development of 223 to 229 Pine Valley Road difficult, reducing the value of these properties and denying their "Future Urban" zoning.	Amend NoR.	yes	Keith James Dickson	kdickson@tonkintaylor.co.nz	21 Forrest Hill Road	Milford	Auckland 0620		093556044
Y	13.5	Keith James Dickson	kdickson@tonkintaylor.co.nz	oppose	Stormwater	The stormwater connection shown on Lodgement Drawing SGA-DRG-NTH-100-GE7000 Rev C ignores 3 existing overland flow paths and their existing culvert connection to Weiti Stream.	Amend NoR.	yes	Keith James Dickson	kdickson@tonkintaylor.co.nz	21 Forrest Hill Road	Milford	Auckland 0620		093556044
Y	14.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	PO Box 3082	Auckland 1140		09 369 1465
Y	14.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	PO Box 3082	Auckland 1140		09 369 1465
Y	14.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	PO Box 3082	Auckland 1140		09 369 1465
Y	14.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	PO Box 3082	Auckland 1140		09 369 1465
Y	14.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	PO Box 3082	Auckland 1140		09 369 1465
Y	15.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141		022 010 6301
Y	15.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141		022 010 6301

Y	16.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
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North - NoR 8														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Allen T Chalmers & Michelle VL Koster-Crockford	atthalmers@xtra.co.nz	Oppose	Design	Oppose roundabout location	Relocate roundabout to neighbouring undeveloped land	Not stated	Allen T Chalmers & Michelle VL Koster-Crockford	atthalmers@xtra.co.nz	2 Wilks Road West	Dairy Flat		
Y	2.1	Mark Walter Werman and Audrey Joan Moss	mwerman@xtra.co.nz	Oppose	Extent of Designation	Extent of designation over property not needed.	Reduce extent of designation proposed over property.	Yes	Mark Walter Werman and Audrey Joan Moss	mwerman@xtra.co.nz	807 Dairy Flat Highway	Albany		0274963690
Y	3.1	Claudine Osborne	claudine@r2o.net.nz	Oppose	Wastewater	Property and estate have communal wastewater disposal fields in location of proposed designation. Will require significant work and cost to relocate.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Claudine Osborne	claudine@r2o.net.nz	22 Langford Place	Dairy Flat		021443700
Y	3.2	Claudine Osborne	claudine@r2o.net.nz	Oppose	Earthworks	Earth bunds within the Nor area are currently in place to reduce road noise (and for wastewater disposal). Replacement with acoustic fencing not appropriate or in keeping with character.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Claudine Osborne	claudine@r2o.net.nz	22 Langford Place	Dairy Flat		021443700
Y	3.3	Claudine Osborne	claudine@r2o.net.nz	Oppose	NoR unnecessary	Four lane carriage way not necessary.	Two lane road more appropriate. Defer designation until Council has confirmed if urban development in Dairy Flat is appropriate given natural hazard and Geotech constraints.	Yes	Claudine Osborne	claudine@r2o.net.nz	22 Langford Place	Dairy Flat		021443700
Y	4.1	Richard Osborne	richard@r2o.net.nz	Oppose	Wastewater	Property and estate have communal wastewater disposal fields in location of proposed designation. Will require significant work and cost to relocate.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Richard Osborne	richard@r2o.net.nz	22 Langford Place	Dairy Flat		021443610
Y	4.2	Richard Osborne	richard@r2o.net.nz	Oppose	Earthworks	Earth bunds within the Nor area are currently in place to reduce road noise (and for wastewater disposal). Replacement with acoustic fencing not appropriate or in keeping with character.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Richard Osborne	richard@r2o.net.nz	22 Langford Place	Dairy Flat		021443610
Y	4.3	Richard Osborne	richard@r2o.net.nz	Oppose	NoR unnecessary	Four lane carriage way not necessary.	Two lane road more appropriate. Defer designation until Council has confirmed if urban development in Dairy Flat is appropriate given natural hazard and Geotech constraints.	Yes	Richard Osborne	richard@r2o.net.nz	22 Langford Place	Dairy Flat		021443610
Y	5.1	Simpson Family Trust Attn: Chris	chris@imeco.co.nz sheree@transcribe.co.nz	Oppose	Extent of Designation	1487 Dairy Flay Highway. Extent of designation over property not needed.	Reduce extent of designation proposed over property.	No	Simpson Family Trust Attn: Chris	chris@imeco.co.nz	65B Bowentown Boulevard	RD1	Katikati 3177	021905395
Y	6.1	Yuehu Yuan	eric Yuan6308@gmail.com	Support	Support NoR	1198B Dairy Flat Highway. Support road design.	Support NoR and road design.	Yes	Yuehu Yuan	eric Yuan6308@gmail.com				
Y	7.1	NZDL Trading Trust	jessicawang816@gmail.com	support	Support NoR	Road will reduce travel time.	Support NoR.	No	NZDL Trading Trust attn: Rui Wang	jessicawang816@gmail.com				
Y	8.1	Dine Yoeh HOO	jason@goodland.co.nz	Oppose	Wastewater	Property has wastewater in location of proposed designation.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Dine Yoeh HOO attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise	Dairyflat	Auckland 0792	021661866
Y	8.2	Dine Yoeh HOO	jason@goodland.co.nz	Oppose	Earthworks	Earth bunds within the NoR area are currently in place to reduce road noise and provide amenity.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Dine Yoeh HOO attn: Jason Kuan Hui HOO	jason@goodland.co.nz	86 Kingscliff Rise	Dairyflat	Auckland 0792	021661866
Y	9.1	Sylvia Choi	sylvia.x.choi@gmail.com	Oppose	Wastewater	Property has wastewater in location of proposed designation.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Sylvia Choi	sylvia.x.choi@gmail.com	78 Kingscliff Rise	Dairy Flat	Auckland 0792	0212579627
Y	9.2	Sylvia Choi	sylvia.x.choi@gmail.com	Oppose	Earthworks	Earth bunds within the NoR area are currently in place to reduce road noise and provide amenity.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Sylvia Choi	sylvia.x.choi@gmail.com	78 Kingscliff Rise	Dairy Flat	Auckland 0792	0212579627
Y	10.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust	RA should engage with Manuhiri Kaitiaki Charitable Trust	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	11.1	HY North Limited	nickr@barker.co.nz	Oppose	Extent of Designation	1570 Dairy Flay Highway. Extent of designation over property not needed.	Reduce extent of designation proposed over property.	Yes	HY North Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.2	HY North Limited	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Lapse date too long	Reduce lapse date.	Yes	HY North Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	12.1	John Gregory Cross	crossjf@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	John Gregory Cross	crossjf@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	12.2	John Gregory Cross	crossjf@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	John Gregory Cross	crossjf@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	12.3	John Gregory Cross	crossjf@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	John Gregory Cross	crossjf@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	13.1	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	13.2	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	13.3	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	14.1	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	14.2	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	14.3	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	15.1	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	15.2	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	15.3	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	16.1	Everylne Woolley	rg.re.woolley@xtra.co.nz	Oppose	Extent of Designation	1638 Dairy Flay Highway. Extent of designation over property not needed.	Withdraw NoR over property.	No	Everylne Woolley	rg.re.woolley@xtra.co.nz	1638 Dairy Flat Highway			02102784161
Y	17.1	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	17.2	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	17.3	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	18.1	Mark Eduard de Jong	markdj100@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766

Y	18.2	Mark Eduard de Jong	markdj100@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	18.3	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	19.1	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.2	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.3	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	20.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	20.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	20.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
	21.1	Fulton Hogan Land Development	nick@barker.co.nz	Oppose	NoR unnecessary. Extent of Designation.	Owns 1636 Dairy Flat Highway. Responsible for Milldale development. Lodged PC to rezone 107.35ha of land in Silverdale West Structure Plan area from FUZ to Business- Light Industry Zone. NoR 8 roundabout at Wilks Road/Dairy Flat Highway conflicts with roading proposed by PC and extent of land required by NoR8 unnecessary.	Amend NoR.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nick@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	029668330
	21.2	Fulton Hogan Land Development	nick@barker.co.nz	Oppose	Timeframe/Lapse Period	Lapse date too long.	Reduce lapse date.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nick@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	029668330
	21.3	Fulton Hogan Land Development	nick@barker.co.nz	Oppose	Conditions	Amend LIP to ensure meaningful engagement and co-ordination and Management Plan timing conditions. Seek management plans provided at OPW stage.	Amend conditions	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barker & Associates	nick@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	029668330
	22.1	Nick de Witte	nick@nanahu.co.nz	Oppose	Parking	6 Postman Road Dairy Flat Community Hall. Car parking for community hall likely in NoR boundary and car parking and hall will need to be relocated.	Relocate community hall and provide appropriate car parking.	Yes	Nick de Witte	nick@nanahu.co.nz				021 774 913
	23.1	Mammoth Ventures Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation. Road Design.	1738 Dairy Flat Highway. Site has two resource consents. The signalised intersection with Pine Valley Road is troubling and a roundabout should be used instead.	Amend signalised intersection to a roundabout.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
	23.2	Mammoth Ventures Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	Lack of proper engagement and consideration by SGA.	Undertaken property engagement and consideration of development occurring or proposed to occur.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
	23.3	Mammoth Ventures Limited	daniel@sfhconsultants.co.nz	Oppose	Alternatives	Lack of co-ordinated and strategic planning particularly with regard to location of proposed cycleways and consideration of alternatives.	Re-consider alternatives.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
	23.4	Mammoth Ventures Limited	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	Lapse date too long.	Reduce lapse date.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
	23.5	Mammoth Ventures Limited	daniel@sfhconsultants.co.nz	Oppose	Blight	Negative impacts on land value, planning blight.	Reduce planning blight.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
	23.6	Mammoth Ventures Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16 and 18.	Amend conditions.	Yes	Mammoth Ventures Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
Submission incorrectly lodged against NoR8. Is only against NoR13	24	The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose				Yes	The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
	25.1	Joyreen Lawrence	joyreend@gmail.com	Oppose	Extent of Designation	1284 Dairy Flat Highway. Extent of NoR over property is excessive.	Reduce extent of NoR.	No	Joyreen Lawrence	joyreend@gmail.com	1284 Dairy Flat Highway	Dairy Flat		
	26.1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Support NoR	The recommendations in the Archaeological and Heritage Assessments and the proposed conditions are appropriate.	Support NoR	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris C/- SFH Consultants Limited	amorris@heritage.org.nz	PO Box 105-291	Auckland 1143		
	27.1	Waste Management NZ Limited	jjefferis@wastemanagement.co.nz	Oppose	Access. Transport.	Access and transport effects on the Redvale Landfill have not been properly considered in the AEE or Transport Assessment. Likely to be adverse cycling and pedestrian safety effects around Landfill Access Road as a result of the proposed roundabout.	Reconsider design	Yes	Waste Management NZ Limited C/O Jim Jefferis	jjefferis@wastemanagement.co.nz	Private Bag 14919	Panmure	Auckland 1741	
	27.2	Waste Management NZ Limited	jjefferis@wastemanagement.co.nz	Oppose	Conditions	Add reference to Redvale Landfill in CTMP sites requiring specific consideration.	Amend conditions.	Yes	Waste Management NZ Limited C/O Jim Jefferis	jjefferis@wastemanagement.co.nz	Private Bag 14919	Panmure	Auckland 1741	
	27.3	Waste Management NZ Limited	jjefferis@wastemanagement.co.nz	Oppose	Construction Effects	Dust, noise and vibration from NoR works likely to be attributed to Redvale Landfill. How it is to be managed and addressed.	Adverse effects.	Yes	Waste Management NZ Limited C/O Jim Jefferis	jjefferis@wastemanagement.co.nz	Private Bag 14919	Panmure	Auckland 1741	
	27.4	Waste Management NZ Limited	jjefferis@wastemanagement.co.nz	Oppose	Alternatives	Insufficient assessment of alternatives undertaken. Further assessment of the roundabout and the intersection with Landfill Access Road are required.	Amend design of roundabout and waling and cycling facilities adjacent.	Yes	Waste Management NZ Limited C/O Jim Jefferis	jjefferis@wastemanagement.co.nz	Private Bag 14919	Panmure	Auckland 1741	
	27.5	Waste Management NZ Limited	jjefferis@wastemanagement.co.nz	Oppose	Timeframe/Lapse Period	Lapse date too long.	Reduce lapse date.	Yes	Waste Management NZ Limited C/O Jim Jefferis	jjefferis@wastemanagement.co.nz	Private Bag 14919	Panmure	Auckland 1741	

28.1	Dairy Flat Tennis Club	ptsidawson@gmail.com	Neutral	Social Impacts	Tennis Club at 4 Postman Road would lose a tennis court and have club rooms and two other courts out of action for two years. Would result in collapse of tennis club. Will be difficult to obtain grants and community funding for maintenance and upkeep if it is known that club will be demolished.	Relocate tennis club prior to work proceeding so club can continue to operate.	No	Dairy Flat Tennis Club Attn: Sandra Dawson	ptsidawson@gmail.com	PO Box 300299	Albany 0752		021438590
29.1	Haoyun Ma	a1fxhy@gmail.com	Oppose	Extent of Designation	1 Potter Road, Dairy Flat. Land to be taken includes access and pond.	Reduce extent of NoR.	No	Haoyun Ma	a1fxhy@gmail.com	1 Potter Rd	Diary Flat	Auckland 0792	
30.1	Xinghua Ma	409655633@qq.com	Neutral	Extent of Designation	1 Potter Road, Dairy Flat. Land to be taken includes access and pond.	Reduce extent of NoR.	Yes	Xinghua Ma	409655633@qq.com	1 Potter Rd	Diary Flat	Auckland 0792	02108211981
31.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wish to develop and/ or sell the Submitter's Land. Not been unable to sale/enter into an agreement for the sale at a price not less than the market value that the Submitters' Land would have had.	Decline NoR or amend NoR to reduce extent of NoR over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
31.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Does not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline NoR or amend NoR to reduce extent of NoR over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
31.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Does not enable the social, economic and cultural well-being of the community.	Decline NoR or amend NoR to reduce extent of NoR over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
31.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline NoR or amend NoR to reduce extent of NoR over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
31.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline NoR or amend NoR to reduce extent of NoR over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
31.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline NoR or amend NoR to reduce extent of NoR over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
32.1	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation. Transport.	1744 - 1748 Dairy Flat Highway but access via ROW from 1738 Dairy Flat Highway. Four resource consents for works and activities most recent in 2023 with 10 year lapse date. Concerned about signalised intersection proposed. Should be a roundabout instead.	Amend signalised intersection to a roundabout.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.2	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	Lack of proper engagement and consideration by SGA.	Undertaken property engagement and consideration of development occurring or proposed to occur.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.3	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Access. Transport.	New access to site will be required.	Amend NoR.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.4	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Not clear why so much land is required from the site, NoR boundary excessive relative to cross section and batters identified.	Reduce extent of NoR	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.5	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater. Flooding.	Potential for increased stormwater and flooding from road and impervious areas entering submitters site which would require larger stormwater areas on site to be provided.	Avoid increases in stormwater and flooding over properties.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.6	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	Lapse date too long.	Amend NoR.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.7	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Amend NoR.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.8	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
32.9	DP Boocock No.2 Trustee Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16 and 18.	Amend conditions.	Yes	DP Boocock No.2 Trustee Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.1	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Access. Transport.	Owns Sec 6 SO 308591 (adjacent to 1744 - 1748 Dairy Flat Highway). Bought land to develop. Will not be able to develop land. Land contains two ponds and grassed areas. Concerns about road design. Should be roundabout not signalised intersection. Site will need new access.	Should be roundabout not signalise intersection. Site will need new access.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.2	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	No discussion between SGA and submitter.	Seek meeting with SGA.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.3	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater. Flooding.	Potential for increased stormwater and flooding from road and impervious areas entering submitters site which would require larger stormwater areas on site to be provided.	Avoid increases in stormwater and flooding over properties.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.4	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Statutory Planning. Timeframe/Lapse Period.	Lack of strategic planning and lapse date too long.	Reduce lapse date and integrate planning.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.5	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Review alternatives.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.6	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
33.7	Papanui Station House Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16 and 18.	Amend conditions.	Yes	Papanui Station House Limited c/- SFH Consultants Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0942	092169857
34.1	Jennifer Hutchinson	jennie.hutchinson20@gmail.com	Oppose	Road Design	184 Richards Road. Four lane of Dairy Flat Highway plus cycle and bus lanes will be sufficient. A third corridor unnecessary and expensive.	Maintain and upgrade SH 1 and Dairy Flat Highway. Maintain right turn out of Richards Road.	Yes	Jennifer Hutchinson	jennie.hutchinson20@gmail.com				021508337

	35.1	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Extent of Designation	Application for Surf Park, Data Centre and Solar Farm at 1350 Dairy Flat Highway currently being considered under Fast Track Consenting Act. Extent of NoR will result in loss of landscaping, car parking and wastewater disposal and stormwater wetland areas. NoR extent unnecessary and will restrict future development. FLOW traffic and engineering comment attached to submission.	Review NoR extent over site	Yes	AW Holdings 2021 Limited Partnership c/- Barker and Associates Attn: Magdalena Regnaut	magdalenar@barker.co.nz	PO Box 1986m	Shortland Street	Auckland	0278423235
	35.2	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Road Design	NoR has not considered intersection of collector road detailed in Dairy Flat Structure Plan to be partially delivered by submitter. Collector road not shown on NoR 8 plans.	Review and address east-west collector road identified in Dairy Flat Structure Plan to be partially delivered by submitter.	Yes	AW Holdings 2021 Limited Partnership c/- Barker and Associates Attn: Magdalena Regnaut	magdalenar@barker.co.nz	PO Box 1986m	Shortland Street	Auckland	0278423235
	35.3	AW Holdings 2021 Limited Partnership	magdalenar@barker.co.nz	Oppose	Timeframe/Lapse Period	Reduce lapse date.	Reduce lapse date.	Yes	AW Holdings 2021 Limited Partnership c/- Barker and Associates Attn: Magdalena Regnaut	magdalenar@barker.co.nz	PO Box 1986m	Shortland Street	Auckland	0278423235
	36.1	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	Extent of Designation. Wastewater.	100 hectare property with 63 privately owned residential properties. Property and estate have communal wastewater disposal fields in location of proposed designation. Will require significant work and cost to relocate.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive	RD2 Albany	Auckland 0792	021865650
	36.2	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	Earthworks.	Earth bunds within the Nor area are currently in place to reduce road noise (and for wastewater disposal). Replacement with acoustic fencing not appropriate or in keeping with character.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive	RD2 Albany	Auckland 0792	021865650
	36.3	Goodland Country Estate Trustee Company Limited	helen@burt.co.nz	Oppose	NoR unnecessary	Four lane carriage way not necessary.	Two lane road more appropriate. Defer designation until Council has confirmed if urban development in Dairy Flat is appropriate given natural hazard and Geotech constraints.	Yes	Goodland Country Estate Trustee Company Limited Attn: Helen Burt	helen@burt.co.nz	48 Goodland Drive	RD2 Albany	Auckland 0792	021865650
	37.1	Auckland Council Parks and Community Facilities	bianka.griffiths@aucklandcouncil.govt.nz	Oppose	Social Impacts	4 Postman Road Dairy Flat Community Hall and Tennis Club. Effects not fully assessed. Will require removal of tennis courts and other assets. Car parking for community hall likely in NoR boundary and car parking and hall will need to be relocated.	Relocate NoR 8 so that property and tenants are not affected.	Yes	Auckland Council Parks and Community Facilities Attn: Bianca Griffiths	bianka.griffiths@aucklandcouncil.govt.nz	Auckland House - Level 12	135 Albert Street	Auckland 1010	213373218
	38.1	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
	38.2	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
	38.3	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	Blight.	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
	39.1	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
	39.2	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
	39.3	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	Blight.	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
	40.1	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
	40.2	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
	40.3	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	Blight.	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
	41.1	Susan Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
	41.2	Susan Geare	nsgeare@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
	41.3	Susan Geare	nsgeare@xtra.co.nz	Oppose	Blight.	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
	42.1	Erwin De Keyser and Sonia van Liefveringe	sonia@dekeyser.nz	Oppose	NoR unnecessary. Statutory Planning.	Dairy Flat unsuited to urbanisation. RTC in wrong location and sufficient planning not yet undertaken. No access to house and reduction in property value.	Withdraw NOR until form, location and timing of urbanisation is confirmed.	Yes	Erwin De Keyser and Sonia van Liefveringe	sonia@dekeyser.nz	93 Grace Hill Drive	Dairy Flat 0792		0212497850
	43.1	Lew Anthony Johnson	lew@healthchemist.co.nz	Oppose	Extent of Designation	1153 Dairy Flat Highway. Extent of NoR excessive.	Reduce extent of NoR.	Yes	Lew Anthony Johnson	lew@healthchemist.co.nz	1153 Dairy Flat Highway	Dairy Flat	Auckland	0273375019
	44.1	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
	44.2	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
	44.3	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
	45.1	Sally Jane Paterson	paterson0792@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
	45.2	Sally Jane Paterson	paterson0792@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
	45.3	Sally Jane Paterson	paterson0792@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
	46.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Road Design	Seek 50 km/h speed limit and pedestrian crossing and 3m wide footpath outside Dairy Flat School.	Consider design requirements requested	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
	46.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Extent of Designation	NoR over part of designated school site and will affect turning area and 3 car parks.	AT need to obtain s176 approval for works on designated school.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
	46.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Extent of Designation. Road design.	Widening of Dairy Flat Highway will reduce area available for pick up and drop off. Not clear how effects will be mitigated.	Consider design requirements requested	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465

46.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Flooding	Drainage works including a new culvert proposed.	Need to ensure design mitigates flood risks.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
46.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions. Extent of Designation.	Supports condition 3 relating to review and pull back of designation but seeks recognition in conditions (including LIP condition) that school development works may occur ahead of road works then NoR boundaries can be revised. (Amended wording provided in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
46.6	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
46.7	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
46.8	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Home c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
47.1	GR & CC McCullough Trustee Limited	diana@thepec.co.nz	Oppose	Road Design. Traffic.	9 Kahikatea Flats Rd - The Vets. NoR walking and cycling facilities should be extended along industrial part of Kahikatea Flats Road. Current stage not suitable to just 'tie in'. Not clear if right turn into site will be maintained. Also not clear why NoR8 and NoR 11 have different extents down Kahikatea Flats Road	Seek further information to address matters raised. Amend conditions to address submission.	Yes	GR & CC McCullough Trustee Limited c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth 0941		021382000
48.1	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
48.2	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
48.3	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
49.1	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Blight	Own 1595, 1591 and 1599 Dairy Flat Highway. Loss of access.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
49.2	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Traffic. Amenity. Stormwater. Flooding.	Increased traffic, landscape and visual effects, stormwater and flooding effects.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
49.3	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Timeframe/Lapse Period	Lapse date to long.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong C/- Jacob Burton Russell McVeagh Barristers and Solicitors	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
49.4	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Oppose	Alternatives	Insufficient consideration of alternatives.	Withdraw NoR.	Yes	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	jacob.burton@russellmcveagh.com	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	AUCKLAND 1140	64 9 367 8000
50.1	Shufang Yang	sfydfnz@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Shufang Yang	sfydfnz@gmail.com	99 Postman Road	Dairy Flat		02102907550
50.2	Shufang Yang	sfydfnz@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Shufang Yang	sfydfnz@gmail.com	99 Postman Road	Dairy Flat		02102907550
50.3	Shufang Yang	sfydfnz@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Shufang Yang	sfydfnz@gmail.com	99 Postman Road	Dairy Flat		02102907550
51.1	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
51.2	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
51.3	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
52.1	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Road Design. Extent of Designation.	Owens 1660 Dairy Flat Highway and are requestors for proposed Silverdale West Industrial Precinct Private Plan Change which seeks to rezone 107.35ha FUZ to Business - LIZ, including transport upgrades and signalised intersection at Dairy Flat Highway and Wilks Rd and road widening along eastern side of Dairy Flat Highway. Supports upgrades to walking and cycling infrastructure but seeks amendments to NoR design and conditions; and extent of NoR corridor is reduced and modified to accommodate the transport needs of the proposed Precinct.	Reduce extent of NoR.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
52.2	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Timeframe/Lapse Period	20 year lapse date excessive.	Reduce lapse date.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
52.3	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Consultation	Lack of engagement with land owners and lack of integration of planning.	Modify NoR to integrate with proposed Precinct and FDS.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
52.4	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Conditions	Amend conditions 11, 12, 14 and 15 regarding when management plans are to be provided i.e. to OPW stage.	Revise conditions	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
53.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
53.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
54.1	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Extent of Designation. Uncertain Information.	Truck stop at 1433 SH 17. AEE and identification of adverse effects inadequate and not avoided, remedied or mitigated. Plans and conditions lack detail and adverse effects can't be clearly identified.	Avoid or minimise encroachment of NoR and ensure adverse effects do not impact on ability to safely operate truck stop, including vehicle crossing and signage on site being retained (or relocated if agreed).	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
54.2	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Extent of Designation	Do not extend NoR any further into site; and any road changes do not impact ability of tankers to safely exit the site.	Do not extend NoR any further into site.	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566

54.3	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Construction Effects	Construction effects need to be managed.	Manage, avoid, remedy, mitigate effects	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
54.4	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Conditions	Amend conditions 3, 8, 11, 13, 14, 15 and 18.	Revise conditions	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
55.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places leading to conservative corridor widths. This is compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the designation to the practicable minimum. Field-check to be undertaken jointly by the SG Project Manager and submitter (Andrew Nigel Philipps Kay) as an experienced engineer.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
56.1	Guobiao Jiang	stephj4729@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Guobiao Jiang	stephj4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
56.2	Guobiao Jiang	stephj4729@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Guobiao Jiang	stephj4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
56.3	Guobiao Jiang	stephj4729@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Guobiao Jiang	stephj4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
57.1	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
57.2	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
57.3	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
58.1	Heather Turley	turleydh@outlook.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
58.2	Heather Turley	turleydh@outlook.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
58.3	Heather Turley	turleydh@outlook.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
59.1	David B Johns	johnsfamily@xtra.co.nz	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
59.2	David B Johns	johnsfamily@xtra.co.nz	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
59.3	David B Johns	johnsfamily@xtra.co.nz	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
60.1	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
60.2	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
60.3	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Blight	NoR will result in planning blight and restrict use of properties for an unreasonably long period and without compensation. NoR's premature and unjust.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
60.4	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Extent of Designation	NoR impacts on 1559 Dairy Flat Highway by cutting through and severing land and requiring land for long term lease during construction.	Defer designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121

North - NoR 9														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Mark Walter Werman and Audrey Joan Moss	mwerman@xtra.co.nz	Oppose	Extent of Designation	Excessive taking of property. Proposed designation extent much greater than the 6m wide construction area required for moderate earthworks batters and or diversion drains.	Reduce land coverage needed for future highway widening. Widening can be accomplished without encroaching so deeply. See attached sketches.	Yes	Mark Walter Werman and Audrey Joan Moss	mwerman@xtra.co.nz				
Y	1.2	Mark Walter Werman and Audrey Joan Moss	mwerman@xtra.co.nz	Oppose	Compensation	Plan to sell property but potential buyers may be put off by NoR.	If the property does not sell, require AT to purchase entire property.	Yes	Mark Walter Werman and Audrey Joan Moss	mwerman@xtra.co.nz				
Y	2.1	Brent Wall	brentwallnz@gmail.com	Oppose	Extent of Designation	20 meter designation for a retaining wall is over the top, cutting off access to property.	Reduce designation by 5-6 meters so driveway access in front of number 461 can still be used.	Yes	Brent Wall	brentwallnz@gmail.com				
Y	2.2	Brent Wall	brentwallnz@gmail.com	Oppose	Timeframe/Lapse Period	Designation for over 30 years is unfair, detrimental effect on our property value.	Reduce designation time or arranging for purchase now.	Yes	Brent Wall	brentwallnz@gmail.com				
Y	3.1	Andrew and Lysa Ridling	andrew.ridling@outlook.com	Oppose	Consultation	Information generic, no direct effects on 785 Dairy Flat Highway explained.	Provide specific information on direct affects to property. Compensations. Advise legal services. On site meeting with council staff.	Yes	Andrew and Lysa Ridling	andrew.ridling@outlook.com	785 Dairy Flat Highway	Dairy Flat	Auckland 0792	0021974779
Y	4.1	Chu- Ping Wu	ttajok@gmail.com	Oppose	Design	House on the property sits close to the main road, house appears on footprint of NoR, against NoR.	Retain house and property. Plan redesign.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	4.2	Chu- Ping Wu	ttajok@gmail.com	Oppose	Extent of Designation	Concerned about how the NoR requires 7329m2 of their land (almost 1/3 of their land).	Retain house and property, will not give away 7329m2 of land.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	4.3	Chu- Ping Wu	ttajok@gmail.com	Oppose	Social Impacts	Disappointed and overwhelmed by seeing this. Hoping to retire on farm.	Compensation.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	4.4	Chu- Ping Wu	ttajok@gmail.com	Oppose	Compensation	No discussion around compensation for taking away property/land, financial loss and construction noises.	Further discussion on loss. Answer questions around what will happen to rest of the land. If house is taken away, who will give it back and what will happen to their financial loss.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	4.5	Chu- Ping Wu	ttajok@gmail.com	Oppose	Construction Effects	Concerned about damage to land (structure and foundation).	Answer questions around what will happen to the underground work and financial loss during construction work.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	4.6	Chu- Ping Wu	ttajok@gmail.com	Oppose	Consultation	Lack of communication.	Face-to-face explanation and Q&A around this before sending link to documents expecting understanding.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	4.7	Chu- Ping Wu	ttajok@gmail.com	Oppose	Uncertain Information	Only professionals in these fields able to understand documents. Told only little amount of land would used.	Communication and information.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road	Browns Bay	Auckland 0630	0211408059
Y	5.1	Natalie Sophie Juventin	natjuv@gmail.com	Oppose	Timeframe/Lapse Period	Project not funded and under discussion so it's not necessary at this stage.	Explain the reason why their property if the project possibly starting in 2030.	Yes	Natalie Sophie Juventin	natjuv@gmail.com				021457058
Y	6.1	Glenda Stones	glenda.df@hotmail.com	Oppose	Flooding	Dairy Flat town centre is now going to be around Grace Hill Drive. The access road is Bawden Road which floods. Therefore the town centre could be cut off by flooding on a regular basis.	Town centre would be better around the current Dairy Flat shops where Kahikatea Road meets the Dairy Flat Highway. Area is high up, flat and not prone to flooding.	No	Glenda Stones	glenda.df@hotmail.com	1 Green Road	R.D. 2, Dairy Flat	Auckland 0792	
Y	6.2	Glenda Stones	glenda.df@hotmail.com	Oppose	Design	New intersection joining Bawden Road to Dairy Flat Highway and the access road to the Green Road park from the Highway are close together.	Combine the two roundabouts rather than have two in close proximity to each other to help traffic flow.	No	Glenda Stones	glenda.df@hotmail.com	1 Green Road	R.D. 2, Dairy Flat	Auckland 0792	
Y	6.3	Glenda Stones	glenda.df@hotmail.com	Oppose	Timeframe/Lapse Period	Timeframe of 30 years is premature/unfair.	Remove NoRs that are for works that are not proposed to be carried out for 30 plus years (if ever).	No	Glenda Stones	glenda.df@hotmail.com	1 Green Road	R.D. 2, Dairy Flat	Auckland 0792	
Y	7.1	David Phillips and Pamela McDowall	mc.dowall@xtra.co.nz	Support	Consultation	Concerned that NOR will prevent from selling.	Confirmation that land is bought by Council or Ministry of Transport if unable to sell. Communication as the project continues.	No	David Phillips and Pamela McDowall	mc.dowall@xtra.co.nz	737 Dairy Flat Highway	Dairy Flat	Auckland 0792	
Y	8.1	Vivien O'Connell	vivoc@xtra.co.nz	Neutral	Uncertain Information	Lack of information on the General Arrangement Plan NOR9 (1of 3).	Clarify access to property. Clarify how they will exit property to turn right to go down the hill and if there is a barrier down the centre of the road.	No	Vivien O'Connell	vivoc@xtra.co.nz	347 Dairy Flat Highway	Albany	Auckland 0793	
Y	9.1	Peter Brydon	pete-brydon@xtra.co.nz	Neutral	Stormwater	Proposed controls on works to upgrade Dairy Flat Highway inadequate. Concerned about potential impact of stormwater run off in relation to road widening, stormwater treatment ponds, stream diversion and impact on private properties.	Conditions amended to require AT to address both existing and potential future deficiencies in stormwater management run off.	Yes	Peter Brydon	pete-brydon@xtra.co.nz	530 Dairy Flat Highway	RD2 Albany	Auckland 0792	021303038
Y	9.2	Peter Brydon	pete-brydon@xtra.co.nz	Neutral	Traffic	Concerned about traffic, speed and safety.	Will expand at hearing.	Yes	Peter Brydon	pete-brydon@xtra.co.nz	530 Dairy Flat Highway	RD2 Albany	Auckland 0792	021303038
Y	10.1	AGK Trust	k.randhawanz@gmail.com	Oppose	Uncertain Information	No mention of the proposed boundary line on their property in the plans provided, however, on the expanded full section of the plan, there was this proposed boundary line shown.	Need clarification on exact amount of land acquired permanently. Acquiring of land up to the proposed boundary, would prefer property to be valued as is, and taken over. Would like neighbouring property (735 Dairy Flat Highway) be provided with their own entrance way from the highway.	Yes	AGK Trust Attn: Kuljeet Singh	k.randhawanz@gmail.com	733 Dairy Flat Highway	Dairy Flat	Auckland 0792	021882552
Y	11.1	Dairy Flat Community Hall Association Inc.	info@DairyFlatLive.com	Oppose	Design	"Bare " land to the West. Raising Rates or taxes and putting restrictions on people's property is immoral.	Move road to west.	Yes	Dairy Flat Community Hall Association Inc. Attn: Hendrik landweer	info@DairyFlatLive.com	P.o.Box 300-123	Albany	Auckland 0752	0274716959
Y	12.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	13.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	13.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980

Y	13.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	14.1	QEII National Trust (QEII)	klindsay@qeii.org.nz	Neutral	Ecology	Development to adversely impact protected values of covenants (QEII covenant 5-02-517 and QEII covenant 5-02-623).	Support exclusion of QEII covenants from the project designations. Any work that will impact QEII covenants will require their consent. Careful consideration given to activities that may impact the covenants (edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of indigenous vegetation). Presence of kauri in both covenants, biosecurity measures will be required during construction to manage and reduce spread area. See any Tree Management Plans and Ecological Management Plans that relate to covenants. Any weed control proposed to occur in the designation corridor would extend into the edge of QEII covenants to reduce impacts of the proposed works.	No	QEII National Trust (QEII) Attn: Kate Lindsay	klindsay@qeii.org.nz	PO Box 3341	Wellington 6140		04 474 2133
Y	15.1	Mansion Rear Limited	chriss@catobolam.co.nz	Support	Extent of Designation	Amend designation to tie in with proposal at Stevensons Crescent (drainage channel). Important email conversation with SGA's Rob Mason and Martin Barrientos attached in submission.	Modification to designation which relates to construction works extent.	Yes	Mansion Rear Limited Attn: Chris Solleder c/- Cato Bolam Consultants	chriss@catobolam.co.nz	Level 2 - 15 Osterley Way	Manukua	Auckland	092639020
Y	16.1	Ruth Engleback	berns@xtra.co.nz	Oppose	Extent of Designation	Extent of property covered by the NoR is excessive. The planned cut batter extends only 4m into property but the proposed designation extends 20m from their road boundary. Excessive conservatism will lock up use of land without just cause.	Amend the NoR to reduce the designated area to no greater than 10m from our road boundary.	No	Ruth Engleback	berns@xtra.co.nz	442 Diary Flat Highway	Albany Heights	Auckland 0793	094149821
Y	17.1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Heritage	Four historic heritage features/places (archaeological or CHI) are identified within 200m of NoR 9 such as CHI 13686 – WWII Pillbox will potentially be affected.	Consideration, management, and mitigation of effects from the purpose of the designation on the historic heritage values of the place are required to ensure effects are appropriately mitigated. Through the archaeological and heritage assessment manage potential impacts, and mitigate effects resulting from the future construction through the preparation of a Historic Heritage Management Plan ('HHMP') before construction of NoR 9 commences.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291	Auckland 1143		
Y	17.2	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 23 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 23.	Yes	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	PO Box 105-291	Auckland 1143		
Y	18.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. Owner has tried to sell but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	18.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	18.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	18.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425
Y	18.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz				0212771425

Y	18.6	ACGR Old Pine Limited	james@iqh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	19.1	Auckland Council Parks and Community Facilities	bianka.griffiths@aucklandcouncil.govt.nz	Oppose	Ecology	Effects on 463 Dairy Flat Highway not fully assessed as the indicative construction area is proposed. Signification part of property subject to Significant Ecological Area overlay. Retention of natural and open space qualities not properly assessed or addressed.	Relocate NOR so 463 Dairy Flat Highway is not affected by proposed construction area. Ensure adverse effects of NOR are avoided by appropriate conditions.	yes	Auckland Council Parks and Community Facilities Attn: Bianka Griffiths	bianka.griffiths@aucklandcouncil.govt.nz	Auckland House - Level 12	135 Albert Street	Auckland 1010	0273373218
Y	20.1	Bryan Sexton and Sheryl Irvine	bryan.sexton@xtra.co.nz	Oppose	Extent of Designation	Believed boundary lines were different than on map. Turning into Foley Quarry is dangerous now. Concerns are the road will be many lanes to bridge at Albany and traffic will still be a stand still. Roundabout at Albany heights.	Remove designation. Rural countryside/green belt, is this changing? How many people are going to use bike and pedestrian footpaths?	No	Bryan Sexton and Sheryl Irvine	bryan.sexton@xtra.co.nz	3 Foley Quarry Road	Dairy Flat	Auckland 0792	
Y	21.1	Janet Ellwood	janet.ellwood@raywhite.com	Oppose	Economic	Cost to tax/rate payer.	Do not make this section of Dairy Flat Highway a more desirable route. Always costly to maintain. Bawden Road connection and motorway should be encouraged as the route south.	yes	Janet Ellwood	janet.ellwood@raywhite.com	PO Box 286	Albany		0272167065
Y	21.2	Janet Ellwood	janet.ellwood@raywhite.com	Oppose	Environment	Topography of Durey Road to top of Albany on northern slope drops off the road. 738 has erosion almost to boundary fence from pond/stream. Continued ongoing maintenance likely. Personal entry becomes dangerous as too close to pond and parking on downward slope.	Bawden Road connection and motorway should be encouraged as the route south.	yes	Janet Ellwood	janet.ellwood@raywhite.com	PO Box 286	Albany		0272167065
Y	21.3	Janet Ellwood	janet.ellwood@raywhite.com	Oppose	Flooding	Submitter's pond takes an inundation from western side of highway via AT wide pipe under highway. Excess water has created erosion.	Advise caution when proposing development beside a watercourse.	yes	Janet Ellwood	janet.ellwood@raywhite.com	PO Box 286	Albany		0272167065
Y	21.4	Janet Ellwood	janet.ellwood@raywhite.com	Oppose	Active Transport	Little demand for cycleway in area. Does demand warrant expense?	Cycleway more desirable on flat at Dairy Flat.	yes	Janet Ellwood	janet.ellwood@raywhite.com	PO Box 286	Albany		0272167065
Y	22.1	Amanda Drumm and Dennis Conrad van der Nest	amandadrumm@gmail.com	Neutral	Design	Road medium required for safety at intersection of Dairy Flat Highway SH17 and Foley Quarry Road.	Amend NoR. Widen Albany Village Bridge to allow 3 or 4 lanes to ease traffic congestion through Albany village. Close off Othea Valley Road Exit to improve flow through the village.	yes	Amanda Drumm and Dennis Conrad van der Nest Attn: Amanda Drumm	amandadrumm@gmail.com	PO Box 302196	North Harbour	Auckland 0751	0211688462
Y	23.1	Steven Bartlett	stevebartlett@slingshot.co.nz	Oppose	Timeframe/Lapse Period	30 years is unacceptable. Paying rates on land that outside of control on use.	Reduce the lapse period to 10 years.	yes	Steven Bartlett	stevebartlett@slingshot.co.nz	406 Dairy Flat Highway	Albany	Auckland 0793	0277007747
Y	23.2	Steven Bartlett	stevebartlett@slingshot.co.nz	Oppose	Uncertain Information	No detail on the proposed "central wire rope barrier and side barriers". No understanding of any provisions for numbers 402, 404 and 406 Dairy Flat Highway to emerging from driveway and being able as they currently are, to leave Northbound.	Provide full details on how it is proposed 402, 404 and 406 Dairy Flat Highway properties are to head North (Turn Right) if rope barriers are installed. Reduce speed limit here to 50/60km/hr, from the roundabout at Coatesville junction to Albany Village. Would reduce traffic accidents and expense of some wire barrier scheme.	yes	Steven Bartlett	stevebartlett@slingshot.co.nz	406 Dairy Flat Highway	Albany	Auckland 0793	0277007747
Y	24.1	Paula O'Flynn	oflynn@me.com	Oppose	Uncertain Information	No details provided. Confused about emphasis on walking and cycling pathways, but told no improvements for Albany. Clarification on routes lead and uptake.	Fuller and personalised engagement to understand the changes, why they are required, Exact impacts on property. Walk through on the land.	yes	Paula O'Flynn	oflynn@me.com	763 Dairy Flat Highway	RD2 Albany	Auckland 0792	02102950082
Y	25.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	25.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	25.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	25.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	25.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	26.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	26.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301

Y	27.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
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North - NoR 10														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	2.1	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Amenity	Golf amenities (holes, tee offs, green pathway for restaurant venue hire etc) not considered.	Amend NoR. Conduct assessment to understand effects on golf amenities.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.2	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	No information or consultation with submitter prior to public notification. Lack of consultation has caused distress. Low submitter turnout, and anxiety in community.	Amend NoR. Consult with community and submitter.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.3	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Uncertain Information	NOR documents are high/general level, rather than specific. Challenging for the submitter to find anything specific to their site or area. No mention of Submitter's business or site making the assessments/conclusions of specialists inaccurate.	Amend NoR. Conduct assessment that is specific.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.4	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Social Impact	No specific assessment on submitter's property and business. Social facility difficult to establish or retrofit. The community services and facilities map does not identify the site or use.	Amend NoR. Conduct assessment on social impacts that address submitters concerns.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.5	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Uncertain Information	Arboricultural assessment is lacking. No mention of the impact at 379 Wainui Road or any measures to mitigate the loss of mature vegetation.	Amend NoR. Conduct assessment that is specific.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.6	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Uncertain Information	Report fails to acknowledge the nature of the site at 379 Wainui Road. Mention of it as rural residential use is incorrect.	Reports conclusions/recommendations should be revisited (construction, visual and associative effects). Measures from the report should be implemented (Minimise/restricting the designation footprint, avoiding valuable landscape features, consider opportunities early, regular communication with community, opportunity for input into landscape treatments, prior to the Start of Construction for a Stage of Work revalidate the landscape, natural character, and visual effects of construction within the contemporary landscape. ULDMP shall clearly state which effects identified in this assessment are still valid, follow natural topography to minimise earthworks/ retaining walls, minimise vegetation loss by restricting the construction, Retention of established rural and amenity plantings within the designation along Wainui Road.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.7	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Area included within the NOR is too large and onerous for the intended works.	Area needs to be refined/reduced to balance the need for infrastructure upgrades while also maintaining the functionality of the site. A more refined area and proposal should be progressed.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.8	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Access. Economic.	Pedestrian, vehicle and cyclist access to and from site will be disrupted, affecting business. Loss of the vehicular right turns in and out of the site is concerning.	Install roundabouts – this will increase trip length for customers and employees.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.9	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater. Amenity. Alternatives.	Stormwater pond at 379 Wainui Road will have effects on the business and the amenity and function of the property as a golf resort. Cuts down from a 9-hole golf course to a 7-hole. No pond alternatives.	Pond location should be directly opposite on the northern side of Wainui Road, where the small residential property is being acquired. Site is down hill and close to the stream for appropriate discharge of stormwater.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.10	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Flooding	Increased impervious area/differing contours could increase flooding/overland flows at submitters site. Any increased flooding or overland flows should be avoided/managed within the designation area. May create a new wetland areas onsite which will limit the ability to use the site and evolve the business/develop.	The pond location should be directly opposite on the northern side of Wainui Road, where the small residential property is being fully acquired. The site is close to the stream for appropriate discharge of stormwater.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.11	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	Duration of designation is too long, impacting the submitter's property useability, and saleability.	Duration should be reduced to 10-15 years in order to moderate the impact on landowners.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.12	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Economic	Negative impacts on land value, use and saleability of the land. Submitter faced with hardship.	Amend NoR.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.13	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Compensation	Impact on submitter's business.	Compensation costs to be significantly higher than that of a normal rural property.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.14	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Construction Effects	High and long periods of noise and vibration proposed affecting amenity (27 accommodation units and restaurant). Construction effects will destroy the vegetated northern boundary, and manicured fairways.	Amend NoR.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.15	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Economic	During construction loss of income for staff. Golf course is reduced in area etc so permanent loss of income from business failure.	Amend NoR.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.16	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Issues with conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	See NoR6_04 Northridge 2018 Limited Submission for extensive amendments to conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857

Y	2.17	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Road Design	Road widening does not accurately consider the submitter's property.	Widen Wainui Road northwards, rather than southwards, minimising character and amenity impacts. Avoid removal of the mature boundary vegetation, integral aspects of the golf course, wedding venue and garden areas, reduce compensation costs, minimise earthwork and batters due to the more level contours and adjacent sites to the north are limited to rural pasture.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.18	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Stormwater.	Stormwater pond will have significant effects on the Northridge Country Lodge.	Location is not required to be here, and the alternative location on the adjacent side of the road should be explored.	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	2.19	Northridge2018 Limited	daniel@sfhconsultants.co.nz	Oppose	Temporary Construction Area	Impact from temporary construction area over a large area of golf course. Limited potential that contractors return to the area to a similar standard as when they received the land. Watercare's contractors installed the large wastewater pipe through the site. On-going and robust discussions about the quality of the reinstatement works, which might be easily resolved if the site was a rural paddock, but not a golf course.	Use of the rural paddocks on the northern side of Wainui Road as an alternative (open and flat areas of pasture).	Yes	Northridge2018 Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	3.1	Jason Dickinson	dickinson_jason@hotmail.com	Neutral	Economic. Information. Uncertain	Cost to landowners.	Seeking clarity on what portion of their land will be bought, leased or a combination and property valuation.	No	Jason Dickinson	dickinson_jason@hotmail.com	427 Wainui Road	RD2 Silverdale	Auckland 0992	
Y	4.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	4.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	4.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	5.1	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust	cifor@xtra.co.nz	Oppose	Economic	Submitters land reduced, affects property's future urban development potential (resources allocation, property functionality, integrate development with that of the adjoining MoE site, streetscape, traffic engineering options).	Move designation to the opposite and southern side of Wainui Road. Opposes imposition of designation for works that are defined as "interface" on its property. This part of the designation be removed. Designation be removed from its property on the Wainui Road frontage and be significantly reduced on the Upper Orewa Road frontage.	Yes	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust Attn: Genevieve A Rush-Munro	cifor@xtra.co.nz	406 Wainui Road	RD2 Silverdale	Auckland 0992	0272507646
Y	5.2	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust	cifor@xtra.co.nz	Oppose	Extent of Designation	The "interface" works are ill-defined. Extent of designation on Submitter's property appears to principally involve the "interface" works, and not the physical roadway.	Move designation to the opposite and southern side of Wainui Road. Opposes imposition of designation for works that are defined as "interface" on its property. This part of the designation be removed. Designation be removed from its property on the Wainui Road frontage and be significantly reduced on the Upper Orewa Road frontage.	Yes	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust Attn: Genevieve A Rush-Munro	cifor@xtra.co.nz	406 Wainui Road	RD2 Silverdale	Auckland 0992	0272507646
Y	5.3	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust	cifor@xtra.co.nz	Oppose	Social Impact	Key local community opportunities have not been identified and addressed, and future land use options for its property.	Move designation to the opposite and southern side of Wainui Road. Opposes imposition of designation for works that are defined as "interface" on its property. This part of the designation be removed. Designation be removed from its property on the Wainui Road frontage and be significantly reduced on the Upper Orewa Road frontage.	Yes	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust Attn: Genevieve A Rush-Munro	cifor@xtra.co.nz	406 Wainui Road	RD2 Silverdale	Auckland 0992	0272507646
Y	5.4	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust	cifor@xtra.co.nz	Oppose	Alternatives	Location of buildings on the Early Childhood Education Facility is directly opposite to the Submitter's property.	Practical and feasible to either demolish part of the building affected or relocate it on the site for short-term purposes	Yes	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust Attn: Genevieve A Rush-Munro	cifor@xtra.co.nz	406 Wainui Road	RD2 Silverdale	Auckland 0992	0272507646
Y	6.1	Suju Wang	zzwnz@hotmail.com	Oppose	Wellbeing	Roundabout will cause serious land issues. Detrimental effects landowners land and wellbeing.	Amend NoR.	Yes	Suju Wang	zzwnz@hotmail.com	PO Box 301316	Albany	Auckland 0752	0274205858
Y	7.1	Geert and Susan Geertshuis	diana@thepec.co.nz	Oppose	Alternatives	AT has not provided adequate alternatives or methods with respect to the 'indicative construction area' identified on 348 Wainui Road provided. Other alternative locations provided for a construction site is large area of land, approximately 1 hectare. The Construction Area Requirements report submitted with NOR10 states that construction areas for larger scale projects is up to 10,000m2.	Refuse NOR10. Remove the proposed designation, and indicative construction area, from 348 Wainui Road.	Yes	Geert and Susan Geertshuis c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth	Auckland 0941	021382000
Y	7.2	Geert and Susan Geertshuis	diana@thepec.co.nz	Oppose	Timeframe/Lapse Period	AT is seeking a 20-year lapse period.	If AT do not remove the designation from 348 Wainui Road then early acquisition will be required.	Yes	Geert and Susan Geertshuis c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth	Auckland 0941	021382000
Y	7.3	Geert and Susan Geertshuis	diana@thepec.co.nz	Oppose	Uncertain Information	No information on reason to choose 348 Wainui Road as an indicative construction area nor why such a large construction area is required for the project given that there are construction yards available in nearby industrial Silverdale.	Refuse NOR10. Remove the proposed designation, and indicative construction area, from 348 Wainui Road.	Yes	Geert and Susan Geertshuis c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth	Auckland 0941	021382000
Y	7.4	Geert and Susan Geertshuis	diana@thepec.co.nz	Oppose	Environment	Given the topography of 348 Wainui Road and its location adjacent to a watercourse the submitter questions the sites suitability as a construction yard.	Refuse NOR10. Remove the proposed designation, and indicative construction area, from 348 Wainui Road.	Yes	Geert and Susan Geertshuis c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth	Auckland 0941	021382000

Y	8.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. In respect of sale, the owner has tried but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz					0212771425
Y	8.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz					0212771425
Y	8.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural wellbeing of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz					0212771425
Y	8.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz					0212771425
Y	8.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz					0212771425
Y	8.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@jgh.nz					0212771425
Y	9.1	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Blight	Blight land within the Milldale development area for up to 20 years, restricting the ability for FHLD to progress development of residential zoned land on the corner of Wainui and Lysnar Road.	Amend NoR.	Yes	Fulton Hogan Land Development Limited c/- Woods Attn: Emma Howie	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	9.2	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Social Impact	Designation will have adverse effects on the golf course's future development plans.	Amend NoR.	Yes	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	9.3	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Land Interests	FHLD is a considerable stakeholder in terms of activities that may impact existing and future areas within the Milldale area.	Amend NoR.	Yes	Fulton Hogan Land Development Limited c/- Woods Attn: Emma Howie	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	9.4	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Extent of Designation	Extent of NoR 10 well exceeds the road corridor on the southern side of Wainui at the intersection with Lysnar.	Amend NoR.	Yes	Fulton Hogan Land Development Limited c/- Woods Attn: Emma Howie	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	9.5	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Timeframe/Lapse Period. Economic.	Over-designating land for up to 20 years will result land being sterilised and unable to be developed under the Wainui Precinct Plan until AT completes works. FHLD will be unable to create and sell residential lots within this area of Milldale limiting the anticipated delivery of new homes.	Amend NoR.	Yes	Fulton Hogan Land Development Limited c/- Woods Attn: Emma Howie	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	9.6	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Consultation	Discussions have been held between AT and FHLD, however these discussions are not reflected in the extent of NoR 10.	Amend NoR.	Yes	Fulton Hogan Land Development Limited c/- Woods Attn: Emma Howie	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	9.7	Fulton Hogan Land Development Limited	emma.howie@woods.co.nz	Oppose	Conditions	Condition 3, 4, 10 and 11.	Condition 3 - amendments should be made or a provision inserted into the Land Use Integration Process condition. Condition 4 - reduce lapse date to 5 - 10 years. Amend the Land Use Integration process condition and amend the Urban and Landscape Design Management Plan condition does not include the requirement to take into account any feedback or input from stakeholders.	Yes	Fulton Hogan Land Development Limited c/- Woods Attn: Emma Howie	emma.howie@woods.co.nz	8 Nugent Street	Grafton	Auckland	0275722220	
Y	10.1	Cole McCallion	coolahkass@hotmail.com	Oppose	Timeframe/Lapse Period	Not enough details about inconvenience, reimbursement and realistic timeline so that they can plan for not living there when construction and strangers are on the property.	More certainty of specific effects for the property and time period.	Yes	Cole McCallion	coolahkass@hotmail.com	2 Upper Orewa Road	Silverdale	Auckland 0992	021514624	
Y	10.2	Cole McCallion	coolahkass@hotmail.com	Oppose	Uncertain Information. Compensation.	Questions around if the land will be taken permanently. Limited information around parking, removal of trees/fence, income loss, access.	More certainty of specific effects for the property and time period.	Yes	Cole McCallion	coolahkass@hotmail.com	2 Upper Orewa Road	Silverdale	Auckland 0992	021514624	
Y	11.1	Richard Timothy Hosking	futuresteelbuildingtd@gmail.com	Oppose	Compensation	To have the whole property purchased and wishes to stay on it as it will take time to depart.	Wants property purchased and time to depart because of aging.	Yes	Richard Timothy Hosking	futuresteelbuildingtd@gmail.com	Box 400	Silverdale	Auckland 0994	021980840	
Y	12.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465	
Y	12.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465	
Y	12.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465	
Y	12.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465	
Y	12.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465	
Y	13.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUSOP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301	
Y	13.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301	

Y	14.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
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North - NoR 11														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Chu- Ping Wu	ttajok@gmail.com	Oppose	Construction Effects	Concerned cut out area of land will affect their underground work and structure of their house.	Keep property as it is. Need to know more about the process, how much land is being taken away and effect on property.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road Browns Bay Auckland 0630	Browns Bay	Auckland 0630	0211408059
Y	1.2	Chu- Ping Wu	ttajok@gmail.com	Oppose	Uncertain Information	Minimal knowledge of project and information difficult to understand. Too many technical languages.	Require further explanation.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road Browns Bay Auckland 0630	Browns Bay	Auckland 0630	0211408059
Y	1.3	Chu- Ping Wu	ttajok@gmail.com	Oppose	Consultation	Lack of communication. Told that more information would be given but not received. Worried about how it will take away our farm and its value.	Require further explanation.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road Browns Bay Auckland 0630	Browns Bay	Auckland 0630	0211408059
Y	1.4	Chu- Ping Wu	ttajok@gmail.com	Oppose	Social Impacts	Worried about how NoR will take away our farm and its value.	Keep property as it is. Need to know more about the process, how much land is being taken away and effect on property.	Yes	Chu- Ping Wu	ttajok@gmail.com	1 Nigel Road Browns Bay Auckland 0630	Browns Bay	Auckland 0630	0211408059
Y	2.1	Geoff Upson	geoff.upson@hotmail.com	Neutral	Traffic	Concerns that priority will not be given to existing through traffic.	Consideration should be given to an interchange with onramp and off ramps. A fly over (or underpass) to allow for traffic coming from areas such as Wellsford/Kaukapakapa/Helensville etc via Kahikatea Flat Road to safely and efficiently get between SH16 and SH1. Keep through traffic separated from local traffic due to safety concerns when long distance commuters are subjected to unnecessary conflicts with local traffic.	Yes	Geoff Upson	geoff.upson@hotmail.com	112 oyster point road	kaukapakapa	auckland 0984	02102410569
Y	2.2	Geoff Upson	geoff.upson@hotmail.com	Neutral	Safety	Design of intersections does not allow for the safer travel speed of 100km/h	Need to protect safe speed limits of 100km/h for long distance travel.	Yes	Geoff Upson	geoff.upson@hotmail.com	112 oyster point road	kaukapakapa	auckland 0984	02102410569
Y	3.1	Rui Wang	jessicawang816@gmail.com	Support	Design	Easier to communicate, less traffic on SH1 if more exits along it.	Less traffic on SH1 if more exits.	No	Rui Wang	jessicawang816@gmail.com				
Y	4.1	Lloyd Morris	Ldmorris@actrix.co.nz	Oppose	Design	336 Postmans Road - Alignment of proposed road passes through the middle of the home.	Alignment be moved clear of main home, not through the middle.	Yes	Lloyd Morris	Ldmorris@actrix.co.nz	47A Donaldson Drive	RD3 Albany	Auckland 0793	021 493 360
Y	4.2	Lloyd Morris	Ldmorris@actrix.co.nz	Oppose	Blight	NoR unfunded and has uncertain if ever implementation date. Abuse of RMA Act/AUP is a "planning blight". Sterilises property, making it impossible for the owner to reasonably deal with the property.	If the home needs to be sold needs to be a mechanism to force the requiring authority to buy property quickly through PWA due process in a reasonable timeframe.	Yes	Lloyd Morris	Ldmorris@actrix.co.nz	47A Donaldson Drive	RD3 Albany	Auckland 0793	021 493 360
Y	4.3	Lloyd Morris	Ldmorris@actrix.co.nz	Oppose	Infrastructure	Installation of streetlights on Wilks Road will create light spill around/under North Shore Airport boundary at night, potential to interfere with night aircraft operations and can create confusion with the aircraft runway lights and runway location during the most critical landing phase of flight. Height of streetlight poles could intrude into the bottom of the runway 21 and 03 approach fans.	Make sure that height of street light poles does not impact the safety of the Airport. Ensure light is correctly designed to not endanger existing safety of operations of Airport. If these are unable to be accomplished move the Wilk Road alignment to a position that does not impact Airport operations.	Yes	Lloyd Morris	Ldmorris@actrix.co.nz	47A Donaldson Drive	RD3 Albany	Auckland 0793	021 493 360
Y	5.1	Brian Sutton	brian@equitypacific.co.nz	Oppose	Consultation	Lack of communication, advice and dialogue as to affects and how they are proposed to be remedied.	Formal engagement prior to receiving NoR (existing legal rights, mitigation including access reformation, temporary issues during construction etc).	DNS	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive	Dairy Flat 0794		
Y	5.2	Brian Sutton	brian@equitypacific.co.nz	Oppose	Design	Their properties in Lascelles Drive provides a joint access strip for 5 properties from a shared accessway. Proposed new connector road from Kahikatea Flat Junction eastwards to Wilks Rd "bend", prior to a new motorway interchange bisects driveway, landlocking 3 of 5 properties contained within enclave. Subject to registered covenants regarding shared access.	Withdraw NOR. Physical, legal and financial relief.	DNS	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive	Dairy Flat 0794		
Y	5.3	Brian Sutton	brian@equitypacific.co.nz	Oppose	Access	Grade separated from existing accessway. Landlocks all properties. Has no provision for alternative access. New connector road appears to have a median strip, which precludes any right turn from a replacement access point.	Withdraw NOR. Physical, legal and financial relief.	DNS	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive	Dairy Flat 0794		
Y	5.4	Brian Sutton	brian@equitypacific.co.nz	Oppose	Timeframe/Lapse Period	25 year time period is excessive.	Proposal for a new road should be coordinated with what the Long Term Plan for the City and immediate area is i.e within the "near" horizon, and not providing clear certainty as to outcomes.	DNS	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive	Dairy Flat 0794		
Y	5.5	Brian Sutton	brian@equitypacific.co.nz	Oppose	Social Impacts	Suffer loss from confusion. Owners in area attempting to sell, are experiencing buyer resistance due to uncertainty, for such an extended period.	Withdraw NOR. Physical, legal and financial relief.	DNS	Brian Sutton	brian@equitypacific.co.nz	89 Lascelles Drive	Dairy Flat 0794		
Y	6.1	David Julian Richard Lyndon	djlyndon@icloud.com	Oppose	Design	Not sure what they can do with the property in regard to access and layout. No certainty as to what use of land is possible with consents currently not being issued.	Withdraw NOR.	No	David Julian Richard Lyndon	djlyndon@icloud.com	327 Postman Road	Dairy Flat	Auckland 0794	
Y	6.2	David Julian Richard Lyndon	djlyndon@icloud.com	Oppose	Timeframe/Lapse Period	NOR on our property with such an indefinite length of time is landbanking with no benefit to them and free to the prospective acquirer.	Withdraw NOR.	No	David Julian Richard Lyndon	djlyndon@icloud.com	327 Postman Road	Dairy Flat	Auckland 0794	
Y	6.3	David Julian Richard Lyndon	djlyndon@icloud.com	Oppose	Economic	Should not be expected to carry the burden of cost or loss of rights in the interim. The current project is unfunded, unsupported and under designed, making it very high risk for all parties.	It needs to be reconsidered to better match the current and near term environment for Auckland.	No	David Julian Richard Lyndon	djlyndon@icloud.com	327 Postman Road	Dairy Flat	Auckland 0794	
Y	6.4	David Julian Richard Lyndon	djlyndon@icloud.com	Oppose	Environment	Severe prejudice on a well established Countryside Living environment.	Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.	No	David Julian Richard Lyndon	djlyndon@icloud.com	327 Postman Road	Dairy Flat	Auckland 0794	
Y	7.1	Jianmin Jiao	jim197406@163.com	Support	Timeframe/Lapse Period	Waited many years for plan.	Execute quickly.	No	Jianmin Jiao	jim197406@163.com	65 lascalles Dr	Dairy Flat	Auckland 0794	
Y	8.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	9.1	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Transport	270-300 Postman Road. Generally support NoRs as will have a positive transport outcome for Auckland and make NSA more accessible.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Yes	North Shore Aero Club Incorporated Attn: David Haines c/- Haines Planning (CivilPlan Consultants Limited)	Davidhaines@civilplan.co.nz	Suite 12A Level 12 17 Albert Street	Auckland City	Auckland 1010	021677432

Y	9.2	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Road Design	Consultation required during detailed design to ensure operation of NSA can continue.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Yes	North Shore Aero Club Incorporated Attn: David Haines c/- Haines Planning (CivilPlan Consultants Limited)	Davidhaines@civilplan.co.nz	Suite 12A Level 12 17 Albert Street	Auckland City	Auckland 1010	021677432
Y	10.1	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Uncertain Information	Generic assessment rather than specific. Structure of documents with heavy use of abbreviations and assessments, challenging for submitter to find specifics to their site or area.	Proposed arrangement is not the most appropriate option given the context of the site and surrounds. Proposed alignment is not reasonably necessary to achieve NOR. There is an appropriate space for the submitter's proposed road layout to be provided without altering or otherwise affecting the designation.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.2	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Consultation	Consultation prior to notification has been limited, submitter not notified or consulted. Landowners have limited details, low submitter turnout, and anxiety.	Seek a meeting with SGA to discuss NOR detail for adjustments to resolve the issues.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.3	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Area included within the NOR is too large and onerous for the intended works.	Needs to be refined/reduced area to balance need for infrastructure upgrades while also maintaining site functionality.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.4	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Transport	Impacts on transport connectivity due to the loss of road connection with new road. Improving wider connectivity should not be at the expense of local connectivity.	All traffic generated by the site (including large trucks) will need to be diverted to the tight left turn onto Postman Road. Trucks are likely to cross the centreline of the public road when manoeuvring, resulting in road safety issues.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.5	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Stormwater	Increased impervious area and differing contours, potential for increased stormwater run-off leaving road and discharging onto submitter's property. This has the potential to result in wetlands on the site, which has significant planning implications due to the NPS:FW and NES:FW.	All stormwater needs to be captured and managed without impact on the submitter's property. Failure to do so will have negative impacts on the submitter and the land through reduced future development potential and land value.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.6	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Flooding	Increased impervious area/differing contours, potential to increase the impacts of flooding/overland flows at the submitters site. Impacts on property's current/future use/value and needs to be avoided.	Any increased flooding or overland flows (location, area, depth) should be avoided and managed within the designation area.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.7	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	25-year duration is too long, effecting useability and saleability.	The duration should be reduced to 10 – 15-years.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.8	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Economic	Negative impacts on land value plus impact on use and saleability of the land. Blights site, impacting sales/leasing.	Better more cost-effective option available. Large area required for construction yard should be leased from the owner rather than purchased.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.9	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Compensation	Financial burden on requiring authority of purchasing a large area of land for temporary construction purposes.	Better more cost-effective option available. Large area required for construction yard should be leased from the owner rather than purchased.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.10	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Construction Effects	Noise/vibration proposed high and for long periods. Affect amenity of dwelling/people who reside there.	Needs to be refined/reduced area to balance need for infrastructure upgrades while also maintaining site functionality.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.11	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions.	(i) Conditions relating to management plans should be worded to provide affected landowners/ occupiers with early opportunities to provide feedback/input. With a requirement for the requiring authority to summarise and comment on why the feedback is accepted or not. (ii) Project website is supported, accessibility needs to be high for affected landowners, and the information should be summarised to ensure lay people can understand. (iii) The complaints register process is supported and this should be available and published on the project website. (iv) The submitter will provide more refined comments on the specific conditions at a later date.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	10.12	McLeod Investments Trust	daniel@sfhconsultants.co.nz	Oppose	Alternatives	Minimal alternatives have been considered by SGA. Different options for intersection between Wilks Road and the new through road have not been explored. The cul-de-sac outcome is unusual.	Provide further alternatives for Wilks Road interface with the new Road. Indicative construction area - more optimal for contractors to lease land from submitter rather than purchase for less financial burden. Area required is far greater than proposed area required for works. 'Indicative Construction Area' and area of requirement could be further reduced/refined to balance social/economic impacts on owners and allow for the proposed future works in the future. 2 options; through road and flipped head. Through road - Providing a left in left out vehicle access to Wilks Road from the new road. Flipped Head - flipping the cul-de-sac head to east where head would lay more over the large farm adjacent to submitters property would have less impact on land and its owner due to large site size relative to proposed designation.	Yes	McLeod Investments Trust Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	PO Box 86	Orewa	Auckland 0946	092169857
Y	11.1	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Consultation	Lack of consultation with affected landowners. Areas of overlap between private plan change and NoR.	That NoR 11 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy 2023. Schedule 1 of the proposed conditions of NoR 11 be amended following review of the extent of the designation boundary. Opportunities to coordinate and integrate and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public. (i) phased delivery of works (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	029668330

Y	11.2	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Extent of Designation	Area of land proposed to be designated is much greater than what is required for the proposed road design which is 24m wide in Segment 1 (Kahikatea Flat Road to Postman Road segment) and 30m wide in Segment 2 (Postman Road to SH1). Insufficient consideration and reasoning have been given to the designation boundary Does not represent the sustainable management purpose of the RMA 1991.	Extent of designation boundary be reviewed/reduced to minimise land take, and reflect actual/reasonable area of land that is needed to accommodate the appropriate future design for the connection between Dairy Flat Highway and Wilks Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.3	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Infrastructure	No consideration given to works to be undertaken by developers of Silverdale West Industrial Area. No attempt to coordinate stormwater basins, walkways, access paths. Will be unnecessary duplication of infrastructure, which in turns means the costs of the delivering the NoR works will be greater. Does not represent the sustainable management.	That NoR 11 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy 2023. Schedule 1 of the proposed conditions of NoR 11 be amended following review of the extent of the designation boundary. Opportunities to coordinate and integrate and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public. (i) phased delivery of works (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.4	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Oppose lapse date proposed at Condition 4, of 25 years. Lapse period is excessive and will prevent future development opportunities progressing cohesively. Sterilising the land until funding is allocated does not represent Part 2 of the RMA.	Reviewed and reduced lapse period to be consistent with section 184(1) of the RMA (5 years).	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.5	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Transport	Does not integrate transport upgrades with land use activity in the locality. Lack of engagement with landowners to understand and integrate with land use projects actively being progressed across the wider locality.	That NoR 11 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy 2023. Schedule 1 of the proposed conditions of NoR 11 be amended following review of the extent of the designation boundary. Opportunities to coordinate and integrate and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public. (i) phased delivery of works (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.6	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Land Use and Transport Integration	Opposes 25 year timeframe. More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	11.7	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	Yes	Fulton Hogan Land Development Limited Attn: Nick Roberts c/- Barker & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	12.1	Robert Eric Fry	robertericfry@gmail.com	Oppose	Blight	Financial blight on property. Sterilises use of land.	Withdraw NoR and postpone all planning of a preferred route for a future arterial road to a 5 year time frame and funding in place.	Yes	Robert Eric Fry	robertericfry@gmail.com	336 Postman Rd	Dairy Flat		02102717799
Y	12.2	Robert Eric Fry	robertericfry@gmail.com	Oppose	Statutory Planning	Abuse of RMA and PWA act.	Withdraw NoR and postpone all planning of a preferred route for a future arterial road to a 5 year time frame and funding in place.	Yes	Robert Eric Fry	robertericfry@gmail.com	336 Postman Rd	Dairy Flat		02102717799
Y	12.3	Robert Eric Fry	robertericfry@gmail.com	Oppose	Wellbeing	Affecting mental health and wellbeing. Stress over future retirement.	Withdraw NoR and postpone all planning of a preferred route for a future arterial road to a 5 year time frame and funding in place.	Yes	Robert Eric Fry	robertericfry@gmail.com	336 Postman Rd	Dairy Flat		02102717799
Y	12.4	Robert Eric Fry	robertericfry@gmail.com	Oppose	Compensation	Wanted return on investment to finance future final years. Forced to pay tenants (rates etc) on own home with no compensation.	Purchase property at time of their choosing.	Yes	Robert Eric Fry	robertericfry@gmail.com	336 Postman Rd	Dairy Flat		02102717799
Y	13.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	13.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	13.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980

Y	14.1	Jennifer Forlong	jforlong02@gmail.com	Oppose	Design	Cheaper to use the current infrastructure and add to it.	Amend transit link away from main house. Appeal against the clause that dictates when Waka Kotahi have to start doing earthworks for project. Auckland Council to uphold clause for starting work on this project within the current guidelines (not extend this). To remain in house. Proposed transit link should run alongside the current motorway or highway.	No	Jennifer Forlong	jforlong02@gmail.com	1599 Dairy Flat Highway	RD4 Albany	Auckland 0794	
Y	15.1	ACGR Old Pine Limited	james@iqh.nz	Oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. Owner has tried to sell but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	15.2	ACGR Old Pine Limited	james@iqh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	15.3	ACGR Old Pine Limited	james@iqh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	15.4	ACGR Old Pine Limited	james@iqh.nz	Oppose	Future Generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	15.5	ACGR Old Pine Limited	james@iqh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	15.6	ACGR Old Pine Limited	james@iqh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	16.1	Kwang Soo Han	quidefree88@hotmail.com	Oppose	Compensation	Affraid house will be sold for a low price.	Government accepts it at the normal market price.	Yes	Kwang Soo Han	quidefree88@hotmail.com				021815815
Y	17.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	17.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	18.1	GR & CC McCullough Trustee Limited	diana@thepec.co.nz	Oppose	Parking	Parking for vet required for staff/clients. Not feasible to use public transport to bring animals to the clinic. Staff need to park onsite as they transport animals/equipment to other clinics around Auckland. These factors affect commercial viability.	Safe/efficient access with appropriate parking/ manoeuvring required for lab test pick-ups, couriers/deliveries pertaining to a vet hospital. Further information is provided. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	Yes	GR & CC McCullough Trustee Limited c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth 0941		021382000
Y	18.2	GR & CC McCullough Trustee Limited	diana@thepec.co.nz	Oppose	Active Transport	Walking and cycling facilities to be provided do not extend down Kahikatea Flat Road, despite plans. Walking/cycling facilities stop past intersection with Dairy Flat Highway and then join existing footpath which extends along some parts of Kahikatea Flat Road. Matter not assessed. Existing footpath through the Industrial zoned land in Kahikatea Flat Road are poor and not be suitable for NOR11. No cycling facilities along this section of Kahikatea Flat Road.	Walking and cycling facilities proposed as part of NOR11 should be extended along Kahikatea Flat Road for the extent of the existing Industrial zoning. Road corridor along this section of Kahikatea Flat Road appears to be approximately 25m wide so should be sufficient space within the road corridor to provide for such facilities. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	Yes	GR & CC McCullough Trustee Limited c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth 0941		021382000
Y	18.3	GR & CC McCullough Trustee Limited	diana@thepec.co.nz	Oppose	Access	No detail is provided to confirm whether or not vehicles will be able to continue to turn right of out of the property.	Unrestricted vehicle access to 9 Kahikatea Flat Road is essential given its use and zoning. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	Yes	GR & CC McCullough Trustee Limited c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth 0941		021382000
Y	18.4	GR & CC McCullough Trustee Limited	diana@thepec.co.nz	Oppose	Design	Confirmation is required as to the treatment of the intersection with Dairy Flat Highway and Kahikatea Flat Road. General arrangement plan indicates this will be signalised however plans within the Landscape and Urban design assessment do not show this detail.	No assessment of how this intersection is anticipated to perform within the Assessment of Transport Effects report; this assessment needs to be undertaken and the information provided. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	Yes	GR & CC McCullough Trustee Limited c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth 0941		021382000
Y	18.5	GR & CC McCullough Trustee Limited	diana@thepec.co.nz	Oppose	Uncertain Information	Outcome and Opportunity Plan for NOR11 shows an interface extending over the property at 9 Kahikatea Flat Road. Detail of how this is to be provided, and / or what this means is required.	This mitigation sits outside of the designation boundary along Kahikatea Flat Road rather than inside the designation as is the case for the rest of the project corridor – how is this anticipated to work? Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	Yes	GR & CC McCullough Trustee Limited c/- The Planning Collective Limited Attn: Diana Bell	diana@thepec.co.nz	PO Box 591	Warkworth 0941		021382000
Y	19.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301

Y	19.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	20.1	Bryn Lockie	bryn@lockie.co.nz	Oppose	Consultation	Lack of communication, advice and dialogue as to affects and how they are proposed to be remedied.	Formal engagement prior to receiving NoR (existing legal rights, mitigation including access reformation, temporary issues during construction etc).	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
Y	20.2	Bryn Lockie	bryn@lockie.co.nz	Oppose	Design	Their properties in Lascelles Drive provides a joint access strip for 5 properties from a shared accessway. Proposed new connector road from Kahikatea Flat Junction eastwards to Wilks Rd "bend", prior to a new motorway interchange bisects driveway, landlocking 3 of 5 properties contained within enclave. Subject to registered covenants regarding shared access.	Withdraw NOR. Physical, legal and financial relief.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
Y	20.3	Bryn Lockie	bryn@lockie.co.nz	Oppose	Access	Grade separated from existing accessway. Landlocks all properties. Has no provision for alternative access. New connector road appears to have a median strip, which precludes any right turn from a replacement access point.	Withdraw NOR. Physical, legal and financial relief.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
Y	20.4	Bryn Lockie	bryn@lockie.co.nz	Oppose	Economic	Restricts future development of land for their own purposes. Impacts our use and enjoyment now.	Withdraw NOR. Physical, legal and financial relief.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
Y	20.5	Bryn Lockie	bryn@lockie.co.nz	Oppose	Social Impacts	Suffer loss from confusion. Owners in area attempting to sell, are experiencing buyer resistance due to uncertainty, for such an extended period. Stops valuable recreational, exercise and equestrian use of driveway.	Withdraw NOR. Physical, legal and financial relief.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
Y	20.6	Bryn Lockie	bryn@lockie.co.nz	Oppose	Timeframe/Lapse Period	25 year time period is excessive.	New road should be coordinated with what the Long Term Plan for the City and immediate area is i.e within the "near" horizon, and not providing clear certainty as to outcomes.	Yes	Bryn Lockie	bryn@lockie.co.nz	105 Lascelles Drive	Dairy Flat	RD4 Albany 0794	021681900
Y	21.1	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Extent of Designation. Uncertain Information.	Truck stop at 1433 SH 17. AEE and identification of adverse effects inadequate and not avoided, remedied or mitigated. Plans and conditions lack detail and adverse effects can't be clearly	Avoid or minimise encroachment of NoR and ensure adverse effects do not impact on ability to safely operate truck stop, including vehicle crossing and signage on site being retained (or relocated if agreed).	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
Y	21.2	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Extent of Designation	Do not extend NoR any further into site; and any road changes do not impact ability of tankers to safely exit the site.	Do not extend NoR any further into site.	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
Y	21.3	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Construction Effects	Construction effects need to be managed.	Manage, avoid, remedy, mitigate effects	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
Y	21.4	Z Energy Limited	philip.brown@slrconsulting.com	Oppose	Conditions	Amend conditions 3, 8, 11, 13, 14, 15 and 18.	Revise conditions	DNS	Z Energy Limited Attn: Phil Brown c/- SLR Consulting New Zealand	philip.brown@slrconsulting.com	PO Box 911310	Victoria St West	Auckland 1142	027 467 1566
Y	22.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016

North - NoR 12														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Jejung Family Trust	nwchae1@gmail.com	Support	Transport	Upgrade and extension to Bawden Road will be beneficial to community.	Rapid transit Corridor and stations will make transport easier.	No	Jejung Family Trust Attn: Sabrina Chae	nwchae1@gmail.com	209/40 Library Lane	Albany	Auckland 0632	02102265791
Y	2.1	Loreen Annette Ozolins	Lozolin@gmail.com	Oppose	Timeframe/Lapse Period	Entire development of Dairy Flat including Bawden Road widening is not until 2050. NOR excessive at over 25 years ahead. Disadvantages land owners sale.	Re-release NoR in 2045, when it is within 3-5 year timeframe.	Yes	Loreen Annette Ozolins	Lozolin@gmail.com	25 Oregon Park	Dairy Flat	Auckland 0792	
Y	3.1	Xiaochuan Du	fdtradingbartercard@gmail.com	Oppose	Social Impacts	Money to on redecorating house, garden, shed, playground and driveway. Development pushed out to 2050, retirement affected.	Oppose NoR.	Yes	Xiaochuan Du	fdtradingbartercard@gmail.com	6 top rd	Dairy Flat	Auckland 0792	021786689
Y	3.2	Xiaochuan Du	fdtradingbartercard@gmail.com	Oppose	Timeframe/Lapse Period	Concerned about long duration of NORs on property titles.	Oppose NoR.	Yes	Xiaochuan Du	fdtradingbartercard@gmail.com	6 top rd	Dairy Flat	Auckland 0792	021786689
Y	4.1	Stephen and Deborah Carrigan	debzcarrigan@yahoo.co.nz	Oppose	Stormwater	Encroachment into property and neighbours for a stormwater pond is unnecessary.	Relocate pond to lie within the proposed designation at 120 Bawden Rd. Amend proposed designation to occupy a strip no more than 15m deep along Bawden Rd frontage which is a sufficient depth to accommodate proposed widening of Bawden Rd.	Yes	Stephen and Deborah Carrigan	debzcarrigan@yahoo.co.nz	136 Bawden Road	RD2 Albany		0210354693
Y	4.2	Stephen and Deborah Carrigan	debzcarrigan@yahoo.co.nz	Oppose	Economic	Limited options if they decide to sell because of NoR as there will be no market interest.	Propose that urban planning for Dairy Flat be addressed first before any decisions are made on the location of the RTC.	Yes	Stephen and Deborah Carrigan	debzcarrigan@yahoo.co.nz	136 Bawden Road	RD2 Albany		0210354693
Y	4.3	Stephen and Deborah Carrigan	debzcarrigan@yahoo.co.nz	Oppose	Timeframe/Lapse Period	Long period of time to wait (20 years) for funding etc. Creates stress with no certainty about commencement.	Need more certainty for making future plans.	Yes	Stephen and Deborah Carrigan	debzcarrigan@yahoo.co.nz	136 Bawden Road	RD2 Albany		0210354693
Y	5.1	Lachlan Sloan	brandon.watts@mc.co.nz	Oppose	Sustainable Management	NoR does not promote the sustainable management of natural and physical resources.	Withdraw NoR. Modify the requirement so that it does not provide for a stormwater pond on 126 Bawden Rd. Reduce area of land at 126 Bawden Rd.	Yes	Lachlan Sloan Attn: Brandon Watts c/- Meredith Connell	brandon.watts@mc.co.nz	PO Box 90 750	Victoria Street West	Auckland 1010	(09) 336 7500
Y	5.2	Lachlan Sloan	brandon.watts@mc.co.nz	Oppose	Amenity	NoR does not maintain and enhance amenity values. The outlook and amenity of property will be changed by proximity of stormwater pond to their home.	Withdraw NoR. Modify the requirement so that it does not provide for a stormwater pond on 126 Bawden Rd. Reduce area of land at 126 Bawden Rd.	Yes	Lachlan Sloan Attn: Brandon Watts c/- Meredith Connell	brandon.watts@mc.co.nz	PO Box 90 750	Victoria Street West	Auckland 1010	(09) 336 7500
Y	5.3	Lachlan Sloan	brandon.watts@mc.co.nz	Oppose	Social Impacts	Remnant of submitter's land will be small, limiting rural or productive activities. Maintenance activities in relation to the stormwater pond will intrude on the privacy and quiet previously enjoyed.	Withdraw NoR. Modify the requirement so that it does not provide for a stormwater pond on 126 Bawden Rd. Reduce area of land at 126 Bawden Rd.	Yes	Lachlan Sloan Attn: Brandon Watts c/- Meredith Connell	brandon.watts@mc.co.nz	PO Box 90 750	Victoria Street West	Auckland 1010	(09) 336 7500
Y	5.4	Lachlan Sloan	brandon.watts@mc.co.nz	Oppose	Stormwater	Presence of stormwater pond to attract water-borne nuisances such as mosquitos. Never been a need for a stormwater pond of the size proposed.	Modify requirement so that it does not provide for a stormwater pond on 126 Bawden Rd. Managing stormwater could include piping it under Bawden Rd to be collected lower in the catchment, reducing the footprint of stormwater pond, or sharing the burden of the stormwater detention more equitably between landowners in the catchment. If the infrastructure conveying stormwater under Bawden Rd to lower catchment were upgraded, the large stormwater pond proposed would be unnecessary.	Yes	Lachlan Sloan Attn: Brandon Watts c/- Meredith Connell	brandon.watts@mc.co.nz	PO Box 90 750	Victoria Street West	Auckland 1010	(09) 336 7500
Y	6.1	The Vine Family Trust	vinetrustee@gmail.com	Oppose	Economic	Land is families economic stability and security. Endangers business and economic hardships on multiple generations. Warehouse provides indispensable storage crucial to daily functions. Threat to normal operations of our business. Search for alternative storage solutions, incurs additional costs, creating challenges. Jeopardizes livelihoods of those dependent on business.	AT to explore alternative options that do not involve the displacement of residents and businesses.	Yes	The Vine Family Trust	vinetrustee@gmail.com	54 Bawden Road	Dairy Flat	Auckland 0632	0211076733
Y	6.2	The Vine Family Trust	vinetrustee@gmail.com	Oppose	Social Impacts	Threatens livelihood, resilience a sustainable way of life. Erases tangible and intangible investments made in cultivating a heritage and traditions for generations.	AT to explore alternative options that do not involve the displacement of long-standing residents and the disruption of established businesses.	Yes	The Vine Family Trust	vinetrustee@gmail.com	54 Bawden Road	Dairy Flat	Auckland 0632	0211076733
Y	6.3	The Vine Family Trust	vinetrustee@gmail.com	Oppose	Heritage	Four generations of family have spent a significant part of their lives on this land.	AT to explore alternative options that do not involve the displacement of long-standing residents and the disruption of established businesses.	Yes	The Vine Family Trust	vinetrustee@gmail.com	54 Bawden Road	Dairy Flat	Auckland 0632	0211076733
Y	6.4	The Vine Family Trust	vinetrustee@gmail.com	Oppose	Wellbeing	Property purchased by the health considerations of our grandparents. Proposed acquisition directly threatens the crucial aspect of our family's overall health and quality of life.	AT to explore alternative options that do not involve the displacement of long-standing residents and the disruption of established businesses.	Yes	The Vine Family Trust	vinetrustee@gmail.com	54 Bawden Road	Dairy Flat	Auckland 0632	0211076733
Y	6.5	The Vine Family Trust	vinetrustee@gmail.com	Oppose	Economic	Road extension project is likely to increase property values in the area once completed however acquisition reduces their opportunity to benefit from this.	Retain property until project is finished allows them to enjoy rise in property value. A reconsideration of the decision to acquire their property. AT to explore alternative options that do not involve the displacement of long-standing residents and the disruption of established businesses.	Yes	The Vine Family Trust	vinetrustee@gmail.com	54 Bawden Road	Dairy Flat	Auckland 0632	0211076733
Y	7.1	James Richard Davies and Johanne Kahlenberg	jimdavies@xtra.co.nz	Oppose	Timeframe/Lapse Period	Project up to 30 years away. AT/WK are land banking property with no payment now but have to pay rates reducing total value of our property should we wish to sell with this NoR in place.	Withdraw NoR until project is fully funded and able to proceed.	Yes	James Richard Davies and Johanne Kahlenberg	jimdavies@xtra.co.nz	215 Bawden Road	Dairy Flat	auckland 0792	0274943143
Y	8.1	Top No.2 Trust	albanvgrove@gmail.com	Oppose	Timeframe/Lapse Period	10-30 years inappropriate as no certainty and options for elderly. Diminishes property value and attractiveness.	Refuse NoR unless funds ready to proceed with the project.	Yes	Top No.2 Trust Attn: Brian Harold Taylor and Noeleen Elizabeth Taylor	albanvgrove@gmail.com	34 Top Road RD 2 Albany	Dairy Flat	Auckland 0792	0275680601

Y	9.1	Lisa Scott	lisanemartin@hotmail.com	Oppose	Construction Effects	Underlying geology is Onerahi Chaos Breccia and site stability below recommended building site, is medium to high risk. Build elsewhere on property is a stability risk. The remaining part of the property is not well suited for construction due to underlying geology.	Project given sufficient funding to enable purchase of required land.	Yes	Lisa Scott	lisanemartin@hotmail.com	79 Sunrise Avenue	Murrays Bay	Auckland 0630	02102494893
Y	9.2	Lisa Scott	lisanemartin@hotmail.com	Oppose	Economic	Sale and desirability of remaining land affected. Pay rates on a property that is effectively unbuildable and unusable.	Project given sufficient funding to enable purchase of required land.	Yes	Lisa Scott	lisanemartin@hotmail.com	79 Sunrise Avenue	Murrays Bay	Auckland 0630	02102494893
Y	9.3	Lisa Scott	lisanemartin@hotmail.com	Oppose	Timeframe/Lapse Period	10-30 years unreasonable. Unreasonable to give no timeframe or compensation details affects ability to sell property.	Project given sufficient funding to enable purchase of required land.	Yes	Lisa Scott	lisanemartin@hotmail.com	79 Sunrise Avenue	Murrays Bay	Auckland 0630	02102494893
Y	10.1	Bruce Turner	bruceturn@gmail.com	Oppose	Earthworks	NoR for 25 Oregon Park extends materially beyond this Fill Batter into their property. Told during consultation that additional land, beyond what is necessary for the Fill Batter, is for a lay down yard or general yard during the construction process. To change the designation now for the full 4,104m2 proposed is an unreasonable overreach of the NoR process.	Amend NoR	Yes	Bruce Turner	bruceturn@gmail.com	25 Oregon Park	Dairy Flat	Auckland 0792	64 21 127 4641
Y	10.2	Bruce Turner	bruceturn@gmail.com	Oppose	Stormwater	Stormwater management major issue for Dairy Stream catchment. Open farm ditch through their property that channels stormwater through their property to Dairy Stream. Resource consent to raise level of property for filling within a flood plain to build a horse arena and tennis. When earthworks were undertaken the tributary entering the property from Bawden Rd was filled with an undersize drainage culvert inserted to connect the drainage from 25 Oregon Park to Dairy Stream. This culvert was buried and the tributary was filled in creating an earth dam. Damming of tributary a violation of a condition of Consent 9511309 was never remediated and continues to be a storm water dam and choke point.	Stormwater management plan must address this damming to ensure the adequate flow during heavy downpours, otherwise the valley will continue to flood.	Yes	Bruce Turner	bruceturn@gmail.com	25 Oregon Park	Dairy Flat	Auckland 0792	64 21 127 4641
Y	11.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.iwi.nz	PO BOX 117	Warkworth	Auckland 0941	
Y	12.1	Anita Marais	anitahenkmara@gmail.com	Oppose	Economic	Spent considerable amount of money on subdivision/market. Now unable to sell due to the complete road frontage of the property forming part of the NoR. Cost money to build a new vehicle crossing etc with no guarantee the property will sell	Council to subdivide section of land on the NoR from rest of property (Lot 2 to be split into 2 lots (i.e. Lot A and Lot B)), 2) Section of land on NoR (i.e. Lot A), to be purchased immediately and not wait until the land is needed for construction, and 3) Council or NZTA to build a new Vehicle crossing for the back section of land (i.e. Lot B).	Yes	Anita Marais	anitahenkmara@gmail.com	350 Bawden Rd	RD 2 Albany	Auckland 0792	021705627
Y	13.1	John Gregory Cross	crossiff@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	John Gregory Cross	crossiff@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	13.2	John Gregory Cross	crossiff@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	John Gregory Cross	crossiff@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	13.3	John Gregory Cross	crossiff@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	John Gregory Cross	crossiff@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	13.4	John Gregory Cross	crossiff@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	John Gregory Cross	crossiff@xtra.co.nz	64 Crossbridge Rd	Dairy Flat		0275312628
Y	14.1	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635

Y	14.2	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	14.3	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	14.4	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Michael William Scott Stanbridge	mike.stanbridge@enigma.co.nz	49 Grace Hill Drive	RD2 Albany		021985635
Y	15.1	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	15.2	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	15.3	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	15.4	Ann Catherine Stanbridge	fivebell@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Ann Catherine Stanbridge	fivebell@xtra.co.nz	49 Grace Hill Drive	RD2 Albany		021874436
Y	16.1	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	16.2	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	16.3	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	16.4	Trevor Morrison Cheer	jmcheer@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Trevor Morrison Cheer	jmcheer@xtra.co.nz	66 Bawden Road	Dairy Flat	Auckland	0274957930
Y	17.1	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	17.2	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	17.3	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	17.4	Alistair and Julie King	thekingz@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Alistair and Julie King	thekingz@xtra.co.nz	6 Kennedy Road	Dairy Flat	Auckland 0792	0272566180
Y	18.1	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	18.2	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766

Y	18.3	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	18.4	Mark Eduard de Jong	markdj100@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Mark Eduard de Jong	markdj100@gmail.com	226 Bawden Rd	Albany	Auckland 0792	029 4156766
Y	19.1	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Environment. Economic	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.2	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.3	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly. Landowners become land bankers whether they want to or not. Landowners bear all risk and cost, no ability to be rewarded for taking risk.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. Buy landowners out now.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.4	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Environment	Development of RTC in Dairy Flat South is environmentally unsafe. Soil, limestone etc removed/reinstated for the corridor, carbon footprint of this alone is unconscionable. Removed from high points of Grace Hills, disruption to property which borders construction zone.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.5	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Construction Effects. Compensation.	High volume of truck movements, noise, dust & diesel fumes. There will be no compensation.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	19.6	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Mark Jonathan Smitheram	mark.smitheram.nz@gmail.com	9 Grace Hill Drive	Dairy Flat	Auckland 0792	021897560
Y	20.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	20.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	20.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	21.1	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	Oppose	Flooding	Timeline is far. Not funded, and extensive work is still to be carried out to see if a transport corridor or high density building in Dairy Flat is feasible given low-lying areas which are subject to flooding and alternative options are available. Regardless of any runoff ponds or detention areas, all water run off must eventually connect to the local streams which in turn connect to the sea. When flooding and high tides align there is simply nowhere for storm water to run to.	Cease lodgment of NoR on their property until Auckland Council has decided on Dairy Flat's progress.	Yes	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	P O Box 102 000	North Shore	Auckland 0745	021 428 601

Y	21.2	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	Oppose	Environment	Designated area covers two large ponds that were put in to satisfy council. Variety of ecology. Large earth buns that face the road that contain our sewage drip lines and create a sound barrier from the road noise. These measures prevented our property from flooding during the severe cyclones earlier this year. No awareness of the ponds. Any encroachment into the above area will impact stormwater management, sewage management, and the native planning and wildlife. Area not suitable for earthworks. All our land is flat, the road is not changing from its current height and the area proposed to be taken is seen in submission which is the width of a footpath.	Arrange a site visit with owners. Designation should be moved back to at least the boundary of the footpath. Proposed NoR to be lodged on their neighbours property is sufficient to cater for machinery as the proposal for this area will include the addition of a water catchment pond.	Yes	Dean Crowle & Denise Pedersen	deancrowle@gmail.com	P O Box 102 000	North Shore	Auckland 0745	021 428 601
Y	22.1	ACGR Old Pine Limited	james@iqh.nz	Oppose	Economic	Submitter wishes to develop and/ or sell the Submitter's Land. Owner has tried to sell but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	22.2	ACGR Old Pine Limited	james@iqh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	22.3	ACGR Old Pine Limited	james@iqh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural wellbeing of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	22.4	ACGR Old Pine Limited	james@iqh.nz	Oppose	Future generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	22.5	ACGR Old Pine Limited	james@iqh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	22.6	ACGR Old Pine Limited	james@iqh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited c/- JGH Advisory Attn: James Gardner-Hopkins	james@iqh.nz				0212771425
Y	23.1	Martin Rees Cooper and Kim Vanhest	martin.cooper@harcourts.co.nz	oppose	Timeframe/Lapse Period	10 to 30 years is too long as it puts uncertainty of new buyers over the property if we want to sell	Decide sooner on the future use.	yes	Martin Rees Cooper and Kim Vanhest Attn: Martin Cooper	martin.cooper@harcourts.co.nz	1008 Dairy Flat Highway	Albany	Auckland 0632	021666554
Y	24.1	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
Y	24.2	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
Y	24.3	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
Y	24.4	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Emma-Kate Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	0211417387
Y	25.1	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
Y	25.2	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
Y	25.3	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
Y	25.4	Dan Nielsen	emmaanddan@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Dan Nielsen	emmaanddan@xtra.co.nz	2 Potter Road	RD2 Albany	Auckland 0792	021437451
Y	26.1	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	26.2	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644

Y	26.3	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	26.4	Nicholas John Geare	nsgeare@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Nicholas John Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	27.1	Susan Geare	nsgeare@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	27.2	Susan Geare	nsgeare@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	27.3	Susan Geare	nsgeare@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	27.4	Susan Geare	nsgeare@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Susan Geare	nsgeare@xtra.co.nz	84 Postman Road	RD4 Albany	Auckland 0794	0212016644
Y	28.1	Erwin De Keyser and Sonia van Lieferringe	sonia@dekeyser.nz	Oppose	Zoning	Dairy Flat South is not suited to urbanisation.	Should revert to Countryside Living.	Yes	Erwin De Keyser and Sonia van Lieferringe	sonia@dekeyser.nz	93 Grace Hill Drive	Dairy Flat 0792		0212497850
Y	28.2	Erwin De Keyser and Sonia van Lieferringe	sonia@dekeyser.nz	Oppose	Design	RTC is in the wrong place for this vision of the future.	The right route can not be determined until the urban planning is done.	Yes	Erwin De Keyser and Sonia van Lieferringe	sonia@dekeyser.nz	93 Grace Hill Drive	Dairy Flat 0792		0212497850
Y	28.3	Erwin De Keyser and Sonia van Lieferringe	sonia@dekeyser.nz	Oppose	Access	Paid high price for a private exclusive road. Will no longer have access to house and this will cause devaluing of property.	Withdraw NoR 1. Defer planning transportation including RTC until the form, location and timing of Dairy Flat urbanisation is confirmed.	Yes	Erwin De Keyser and Sonia van Lieferringe	sonia@dekeyser.nz	93 Grace Hill Drive	Dairy Flat 0792		0212497850
Y	29.1	Lew Anthony Johnson	lew@healthchemist.co.nz	Oppose	Extent of Designation	Extent of property covered by NoR is excessive. Designation will unnecessarily limit future use of existing barns on the property.	Amend the NoR to reduce land coverage to the realistic minimum needed for the future highway widening and driveway establishment. See attachment.	Yes	Lew Anthony Johnson	lew@healthchemist.co.nz	1153 Dairy Flat Highway	Dairy Flat		0273375019
Y	30.1	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed. Concerned about value and number of houses that are being affected by the rapid transit route.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
Y	30.2	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
Y	30.3	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly. Proposed route covers more distance than simply following SH1, increasing costs.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. Most cost-effective route for the RTC is to follow SH1 North, alongside the motorway and upgrade the relevant feeder routes such as Bawden Road, including a park and ride.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
Y	30.4	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Andrew David Kenneth Chalmers	chalmers.andrew@icloud.com	86 Bawden Road	Dairy Flat	Auckland	0212494096
Y	31.1	Sally Jane Paterson	paterson0792@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
Y	31.2	Sally Jane Paterson	paterson0792@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
Y	31.3	Sally Jane Paterson	paterson0792@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020

Y	31.4	Sally Jane Paterson	paterson0792@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret."	Yes	Sally Jane Paterson	paterson0792@gmail.com	27 Kennedy Road	Dairy Flat	Auckland 0792	0272146020
Y	32.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	32.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	32.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	32.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	32.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	33.1	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
Y	33.2	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
Y	33.3	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
Y	33.4	Nigel Kay and Emily Mill	anpkay@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret."	Yes	Nigel Kay and Emily Mill	anpkay@gmail.com	95 Postman Rd	Dairy Flat		021622016
Y	34.1	Shufang Yang	sfydfNZ@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Shufang Yang	sfydfNZ@gmail.com	99 Postman Road	Dairy Flat		02102907550
Y	34.2	Shufang Yang	sfydfNZ@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Shufang Yang	sfydfNZ@gmail.com	99 Postman Road	Dairy Flat		02102907550
Y	34.3	Shufang Yang	sfydfNZ@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Shufang Yang	sfydfNZ@gmail.com	99 Postman Road	Dairy Flat		02102907550
Y	34.4	Shufang Yang	sfydfNZ@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret."	Yes	Shufang Yang	sfydfNZ@gmail.com	99 Postman Road	Dairy Flat		02102907550
Y	35.1	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Extent of Designation	Specific area designated for works is greater than is necessary especially as Bawden Rd is being realigned from number 16.	Reduce extent of designation.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
Y	35.2	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Access	Works will have impact on 19 properties who use number 16 driveway.	Any works undertaken provide for the continuation of all weather access to our driveway.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
Y	35.3	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Social Impacts	Works will impede operations of the equestrian centre which requires all weather access by horse trucks and trailers.	Any works undertaken provide for the continuation of all weather access to our driveway.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
Y	35.4	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
Y	35.5	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
Y	35.6	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944

Y	35.7	Kim Valerie Campbell	campbellniels@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret."	Yes	Kim Valerie Campbell c/- Neils Campbell	campbellniels@gmail.com	52 Follies Way	Dairy Flat 0792		021628944
Y	36.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	36.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	35.5+F9 0:H90	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	37.1	Weiti Green Limited	aaron@civilplan.co.nz	Support	Uncertain Information	Jackson Way as a recommended arterial road was not within scope for the Detailed Business Case, inferring that it would be delivered outside Te Tupu Ngātahi. WGL seeks clarification as to how this arterial road upgrade and extension would be delivered.	Upgrade of Jackson Way should be included in the NoRs to complete the required arterial network. WGL would welcome any further information from AT and SGA regarding its expected delivery.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	37.2	Weiti Green Limited	aaron@civilplan.co.nz	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	As a minimum, bus stops or, ideally, a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. In order to also provide convenient access to the rapid transit corridor proposed by NoR 1, these feeder buses could also connect to the future stations along that corridor.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	37.3	Weiti Green Limited	aaron@civilplan.co.nz	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. When considering the NoRs (which do not include any upgrades to the Penlink Link Roads), it should not be assumed that transfers between bus services can be accommodated further along Penlink, outside of areas subject to the NoRs. The current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining the ability to provide for future growth within the Weiti future urban area.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	38.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016
Y	39.1	Guobiao Jiang	stephi4729@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Guobiao Jiang	stephi4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
Y	39.2	Guobiao Jiang	stephi4729@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Guobiao Jiang	stephi4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
Y	39.3	Guobiao Jiang	stephi4729@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Guobiao Jiang	stephi4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
Y	39.4	Guobiao Jiang	stephi4729@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret."	Yes	Guobiao Jiang	stephi4729@gmail.com	93 Postman Rd	Dairy Flat 0794		0210761200
Y	40.1	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333

Y	40.2	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
Y	40.3	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
Y	40.4	Anne-Marie de Jong	amdejong100@hotmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Anne-Marie de Jong	amdejong100@hotmail.com	226 and 226a Bawden Rd	Albany	Auckland 0792	029 7711333
Y	41.1	Heather Turley	turleydh@outlook.com	Oppose	Timeframe/Lapse Period	No certainty because of long time frame. Will lock some land away that will be unable to be used.	Defer until a more specific timeline and planning regarding Dairy Flat development has been made.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
Y	41.2	Heather Turley	turleydh@outlook.com	Oppose	Economic	Affected land not clearly defined and may not be taken, affecting sell of property.	Defer until a more specific timeline and planning regarding Dairy Flat development has been made.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
Y	41.3	Heather Turley	turleydh@outlook.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
Y	41.4	Heather Turley	turleydh@outlook.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
Y	41.5	Heather Turley	turleydh@outlook.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
Y	41.6	Heather Turley	turleydh@outlook.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Heather Turley	turleydh@outlook.com	292 Bawden rd	RD2 Albany		
Y	42.1	David B Johns	johnsfamily@xtra.co.nz	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
Y	42.2	David B Johns	johnsfamily@xtra.co.nz	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
Y	42.3	David B Johns	johnsfamily@xtra.co.nz	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
Y	42.4	David B Johns	johnsfamily@xtra.co.nz	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	David B Johns	johnsfamily@xtra.co.nz	304 Bawden Road	RD2 Dairy Flat	Auckland	021546251
Y	43.1	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Environment. Economic.	South of Dairy Stream constraints (floodplains, steep topography, fragmented land ownership, high value dwellings and covenants prevent further subdivision) impede on future urbanisations. North of Dairy Stream opportunity for employment and higher density living. Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependant on residents travelling to other parts of Auckland for employment is flawed.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
Y	43.2	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Timeframe/Lapse Period	Long timeframe. No immediate need to reserve land for the future transportation network. Proposed designation will restrict the use of properties along the RTC, without any compensation or certainty over construction so NoR is premature and unjust.	Urban planning for Dairy Flat should be done first before determining the location of the rapid transit corridor.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121

Y	43.3	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Economic	Economic and financial analyses involve some heroic assumptions'. Additional length of corridor and earthworks required indicate the route to be costly.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
Y	43.4	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121
Y	43.5	Benjamin Guy Marshall and Katherine Louise Hill	kate.hill77@gmail.com	Oppose	Economic	NoR maintains access to Dairy Flat Highway from the front remaining site Area A, but removes access to the remaining rear lot B. This "severance" may lead to purchase by AT/NZTA of the entire site.	Oppose NoR.	Yes	Benjamin Guy Marshall and Katherine Louise Hill Attn: Kate Hill	kate.hill77@gmail.com	51 Hackett Street	St Marys Bay	Auckland 1011	021940121

North - NoR 13														
Summary of Submissions														
Acknowledged	Sub #	Submitter Name	Address for Service	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	WTBH	Name (if there is an agent include their name and company)	Email	Address 1	Address 2	Address 3	Phone
Y	1.1	Lichfield Trustees Limited	sei_sion@hotmail.com	Neutral	Extent of Designation	Do not believe it is necessary to acquire property they are leasing.	AT to consider acquiring land required for the road development while allowing the residential property to remain intact. Suggestion in attachment.	Yes	Lichfield Trustees Limited Attn: Sang Hyun Lee	sei_sion@hotmail.com				
Y	2.1	La Fong Investment Ltd	lafonginvestment@gmail.com	Oppose	Design	Not heard anything from SGA engineer regarding design although promised they would. Uncertain how walkway extension will affect their property as people may touch their roof or it will be a safety issue that will need to be addressed.	Move walkway to otherside which has enough space, move some powerpoles. Request to see drawing plans and their affect on property.	Yes	La Fong Investment Ltd Attn: Feng Liang	lafonginvestment@gmail.com				
Y	3.1	Caldera Trust	c.read@orcon.net.nz	Oppose	Extent of Designation	2019 purchase of some NoR affected and nearby land has rendered the NoR's over the above mentioned property designations unnecessary. The new corridor will accommodate an indicative 24m urban arterial cross section. This proposed 24m CFAF is well within the scope of the already secured 32m plus transport corridor, suggesting that no extra land is required for the corridor at this location.	Widening to both sides where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. This option is also likely to avoid recently developed land parcels. Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Caldera Trust Attn: Colin Read	c.read@orcon.net.nz				021 253 7582
Y	3.2	Caldera Trust	c.read@orcon.net.nz	Oppose	NoR Unnecessary	Given that the NoR's are for properties adjacent an already sufficiently wide transport corridor, it can be accepted that the designations are not reasonably necessary.	Requests that Te Tupu Ngatahi abide by their own recommendations, and use the entirely sufficient transport corridor they have already secured for their proposed upgrade.	Yes	Caldera Trust Attn: Colin Read	c.read@orcon.net.nz				021 253 7582
Y	3.3	Caldera Trust	c.read@orcon.net.nz	Oppose	Parking	The land taken by the NoR would not only require taking a slice off the cafe, but would also 10 carparks, which would not be able to be replicated on site, and would impact on their development. Loss of these carparks would render these units practically nonviable. Loss of these carparks would greatly impact the developments successful operation.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Caldera Trust Attn: Colin Read	c.read@orcon.net.nz				021 253 7582
Y	3.4	Caldera Trust	c.read@orcon.net.nz	Oppose	Access	Land required by NoR would result in a significant shortening and increased gradient to the developments already difficult driveway/entrance at what is a busy lane-reduction choke point on East Coast Road. Visibility of oncoming vehicles, cycles, and pedestrians would be greatly reduced, whilst simultaneously encouraging cars to "power up" the resultant short, steep exit from the complex.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Caldera Trust Attn: Colin Read	c.read@orcon.net.nz				021 253 7582
Y	3.5	Caldera Trust	c.read@orcon.net.nz	Oppose	Design	The land required by the NoR includes unit title 2181/21, a privately owned title which houses the main power transformer which supplies power to 2181 East Coast Road, 2183 East Coast Road, and 56 Tavern Rd.	Unit title would need to be purchased outright, the transformer removed, and a new main power connection created for the 3 properties.	Yes	Caldera Trust Attn: Colin Read	c.read@orcon.net.nz				021 253 7582
Y	3.6	Caldera Trust	c.read@orcon.net.nz	Oppose	Timeframe/Lapse Period	Unjust and onerous to burden all these property owners with 30 year NoR's that are unnecessary and contradict TeTupu Ngatahi's own recommendations.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Caldera Trust Attn: Colin Read	c.read@orcon.net.nz				021 253 7582
Y	4.1	Boutique Body Corporate Ltd	ivy@bbcl.co.nz	Oppose	Extent of Designation	In 2017-2019 AT purchased some land 2182 East Coast Road (west side) and contribution for the building of a road supporting structural retaining wall. AT deemed the purchase of 2181 East Coast Road (east side) unnecessary which ensured an effective, 32 meter plus wide, transport corridor for future upgrading along East Coast Road from prior Tavern Road to Newman Road, north to south. This 2019 purchase of land has rendered the NoR's over the above mentioned property designations unnecessary, as detailed in the Unitary Plan/North/Assessment of Transport Effects/16 NoR13/16.1 Overview.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Boutique Body Corporate Ltd Attn: Ivy Zhou	ivy@bbcl.co.nz				02108486697
Y	5.1	North Homes Ltd	philip@northhomes.co.nz	Oppose	Extent of Designation	2019 purchase of some NoR affected and nearby land has rendered the NoR's over the above mentioned property designations unnecessary. The new corridor will accommodate an indicative 24m urban arterial cross section. This proposed 24m CFAF is well within the scope of the already secured 32m plus transport corridor, suggesting that no extra land is required for the corridor at this location.	Widening to both sides where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. This option is also likely to avoid recently developed land parcels. Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	North Homes Ltd Attn: Philip Lloyd Taylor	philip@northhomes.co.nz				6421776049
Y	5.2	North Homes Ltd	philip@northhomes.co.nz	Oppose	NoR Unnecessary	Given that the NoR's are for properties adjacent an already sufficiently wide transport corridor, it can be accepted that the designations are not reasonably necessary.	Requests that Te Tupu Ngatahi abide by their own recommendations, and use the entirely sufficient transport corridor they have already secured for their proposed upgrade.	Yes	North Homes Ltd Attn: Philip Lloyd Taylor	philip@northhomes.co.nz				6421776049
Y	5.3	North Homes Ltd	philip@northhomes.co.nz	Oppose	Parking	The land taken by the NoR would not only require taking a slice off the cafe, but would also 10 carparks, which would not be able to be replicated on site, and would impact on their development. Loss of these carparks would render these units practically nonviable. Loss of these carparks would greatly impact the developments successful operation.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	North Homes Ltd Attn: Philip Lloyd Taylor	philip@northhomes.co.nz				6421776049
Y	5.4	North Homes Ltd	philip@northhomes.co.nz	Oppose	Access	Land required by NoR would result in a significant shortening and increased gradient to the developments already difficult driveway/entrance at what is a busy lane-reduction choke point on East Coast Road. Visibility of oncoming vehicles, cycles, and pedestrians would be greatly reduced, whilst simultaneously encouraging cars to "power up" the resultant short, steep exit from the complex.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	North Homes Ltd Attn: Philip Lloyd Taylor	philip@northhomes.co.nz				6421776049
Y	5.5	North Homes Ltd	philip@northhomes.co.nz	Oppose	Design	The land required by the NoR includes unit title 2181/21, a privately owned title which houses the main power transformer which supplies power to 2181 East Coast Road, 2183 East Coast Road, and 56 Tavern Rd.	Unit title would need to be purchased outright, the transformer removed, and a new main power connection created for the 3 properties.	Yes	North Homes Ltd Attn: Philip Lloyd Taylor	philip@northhomes.co.nz				6421776049

Y	5.6	North Homes Ltd	philip@northhomes.co.nz	Oppose	Timeframe/Lapse Period	Unjust and onerous to burden all these property owners with 30 year NoR's that are unnecessary and contradict TeTupu Ngatahi's own recommendations.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	North Homes Ltd Attn: Philip Lloyd Taylor	philip@northhomes.co.nz					6421776049
Y	6.1	Honest Investment Ltd	giankunli@hotmail.com	Neutral	Uncertain Information	No detail design of the project yet.	Need to know more details.	Yes	Honest Investment Ltd Attn: Qiankun Li	giankunli@hotmail.com	21 spencer road	Oteha	Auckland 0632		0210481768
Y	7.1	Andrew Pierce	triplezone@xtra.co.nz	Oppose	Extent of Designation	Securing approximately 1ha of land to support a footpath excessive.	Immediate purchase of land required for development.	Yes	Andrew Pierce	triplezone@xtra.co.nz	1976 Eastcoast Rd	RD3 Silverdale	Auckland 0993		0274034927
Y	7.2	Andrew Pierce	triplezone@xtra.co.nz	Oppose	Timeframe/Lapse Period	RMA lapse date and certainty of time line is prohibitive. Progress for intended new house site now prevented. Certainty of future sales and development uncertain for up to 30 years.	Immediate purchase of land required for development.	Yes	Andrew Pierce	triplezone@xtra.co.nz	1976 Eastcoast Rd	RD3 Silverdale	Auckland 0993		0274034927
Y	8.1	Ian Robert Woolley	rg_re_woolley@xtra.co.nz	Oppose	Design	Designation area only flat part of land with east coast road access. Taking this part would leave only a steep slope and any further work done will only increase the slopes steepness.	Withdraw the proposed designation.	Yes	Ian Robert Woolley	rg_re_woolley@xtra.co.nz					0223266070
Y	9.1	Karleen Winters	mytintomato@gmail.com	Support	Economic	Loss of land value from long time frame.	Questions their ability to be able to proceed with a fair market valuation should they wish to sell in the interim before works starts.	No	Karleen Winters	mytintomato@gmail.com	P.O. Box 22	Helensville	Auckland 0840		
Y	10.1	Nader Samadi	nader@naderhair.com	Neutral	Economic	Neutral until when they want to sale their house.	Neutral until when they want to sale their house.	No	Nader Samadi	nader@naderhair.com	1746 East Coast Road	Dairy flat	Auckland 0794		
Y	11.1	Yen Sung Chou	bbisj@gmail.com	DNS	Flooding	Their house is low on East Coast Road. After the NoR the road will be 3-4 times wilder, the drainage is a serious issue. Worried that life and property will be harmed during heavy rain after construction.	After this project AT to take responsibility for damage.	Yes	Yen Sung Chou	bbisj@gmail.com					0211421312
Y	11.2	Yen Sung Chou	bbisj@gmail.com	DNS	Noise	Noise and traffic now that the property will be much closer to the road.	DNS	Yes	Yen Sung Chou	bbisj@gmail.com					0211421312
Y	12.1	NZ Property Investments Limited	Phillip@eurobuild.co.nz	Support	Compensation	Need fair compensation in light of changes that will significantly impact their access and land utility.	Compensation package that 1. requests assured access to their property for future subdivision purposes. At least one point road access, designed to provide connectivity to essential utilities such as waste, electricity and sewage. 2. Propose utilising earth excavated during road construction to be placed and graded on their property to address current steep gradient. Graded land can then be effectively utilised for subdivision purposes. Balanced approach that considers community and individual property rights.	No	NZ Property Investments Limited Attn: Phillip Ripa	Phillip@eurobuild.co.nz	53 Lloyd drive	RD1 Silverdale	Auckland 0994		
Y	13.1	Sean McColl	seanmc@xtra.co.nz	Oppose	Extent of Designation	2019 purchase of some NoR affected and nearby land has rendered the NoR's over the above mentioned property designations unnecessary. The new corridor will accommodate an indicative 24m urban arterial cross section. This proposed 24m CFAF is well within the scope of the already secured 32m plus transport corridor, suggesting that no extra land is required for the corridor at this location.	Widening to both sides where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. This option is also likely to avoid recently developed land parcels. Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Sean McColl	seanmc@xtra.co.nz					0274409942
Y	13.2	Sean McColl	seanmc@xtra.co.nz	Oppose	NoR Unnecessary	Given that the NoR's are for properties adjacent an already sufficiently wide transport corridor, it can be accepted that the designations are not reasonably necessary.	Requests that Te Tupu Ngatahi abide by their own recommendations, and use the entirely sufficient transport corridor they have already secured for their proposed upgrade.	Yes	Sean McColl	seanmc@xtra.co.nz					0274409942
Y	13.3	Sean McColl	seanmc@xtra.co.nz	Oppose	Parking	The land taken by the NoR would not only require taking a slice off the cafe, but would also 10 carparks, which would not be able to be replicated on site, and would impact on their development. Loss of these carparks would render these units practically nonviable. Loss of these carparks would greatly impact the developments successful operation.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Sean McColl	seanmc@xtra.co.nz					0274409942
Y	13.4	Sean McColl	seanmc@xtra.co.nz	Oppose	Access	Land required by NoR would result in a significant shortening and increased gradient to the developments already difficult driveway/entrance at what is a busy lane-reduction choke point on East Coast Road. Visibility of oncoming vehicles, cycles, and pedestrians would be greatly reduced, whilst simultaneously encouraging cars to "power up" the resultant short, steep exit from the complex.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Sean McColl	seanmc@xtra.co.nz					0274409942
Y	13.5	Sean McColl	seanmc@xtra.co.nz	Oppose	Design	The land required by the NoR includes unit title 2181/21, a privately owned title which houses the main power transformer which supplies power to 2181 East Coast Road, 2183 East Coast Road, and 56 Tavern Rd.	Unit title would need to be purchased outright, the transformer removed, and a new main power connection created for the 3 properties.	Yes	Sean McColl	seanmc@xtra.co.nz					0274409942
Y	13.6	Sean McColl	seanmc@xtra.co.nz	Oppose	Timeframe/Lapse Period	Unjust and onerous to burden all these property owners with 30 year NoR's that are unnecessary and contradict TeTupu Ngatahi's own recommendations.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.	Yes	Sean McColl	seanmc@xtra.co.nz					0274409942
Y	14.1	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.wi.nz	Neutral	Neutral on NoR	RA should engage with Manuhiri Kaitiaki Charitable Trust.	RA should engage with Manuhiri Kaitiaki Charitable Trust.	No	Manuhiri Kaitiaki Charitable Trust	kaitiaki@ngatimanuhiri.wi.nz	PO BOX 117	Warkworth	Auckland 0941		
Y	15.1	PJ Clark and BC Jeffs	bonus351@xtra.co.nz	Neutral	Timeframe/Lapse Period	Uncertainties of the time frame and how this effects their property decisions.	How will they be able to access the front of their property and details around compensation.	Yes	PJ Clark and BC Jeffs Attn: Phillip John Clark	bonus351@xtra.co.nz					64274780077
Y	16.1	Monika Benkovic	jankobenko@gmail.com	Oppose	Uncertain Information	Object to having NoR registered on the property title because there is no information regarding an alternative access to their property (losing their current access).	Provide detailed information about new access before registering NoR on the title.	No	Monika Benkovic	jankobenko@gmail.com	27 Redvale Rise	RD4 Albany	Auckland 0794		
Y	17.1	Senog Choi	shiz9049@gmail.com	Neutral	Extent of Designation	Concerns about the substantial portion of my land that would be used however willing to consent to the utilization of my land for road development.	Requests that their property undergoes a change in land use designation to commercial zoning within the Future Urban Plan. This request is motivated by the clear limitations on the size of land available for use after development, and believe converting it to commercial zoning would be the most viable solution. Altering the land use designation would provide more diverse business opportunities, positively impacting the local economy.	Yes	Senog Choi	shiz9049@gmail.com	1910 East Coast Road	Silverdale	Auckland 0993		

Y	18.1	North Shore Aero Club Incorporated	Davidhaines@civilplan.co.nz	Support	Design	Design of new roads and infrastructure, has the potential to impact on operational requirements of the Airport. Any proposed street lighting could also create light pollution and cause distraction to aircraft.	a. Obstruction limitations to ensure structures do not encroach into the runway approach and departure paths; b. Light intrusion / spill from street lighting; c. Formation heights of the Wilks Road interchange and East Coast Road improvements; d. Stormwater management arrangements that avoid bird strike. Design and final levels of East Coast Road in the location of the Obstacle Limitation Surface ("OLS") overlay need to be carefully considered. The final design levels of East Coast Road and associated infrastructure needs to be carefully planned in collaboration with NSA to ensure that the Airport's approach and departure paths are protected. Conditions be included for each of the designations to ensure that NSAC are consulted prior to, and during, the detailed design phase so that road construction and associated infrastructure does not: i. Affect airport approach paths; ii. Create light distractions; iii. Cause (or create potential to cause) bird strike. b. That the designations take into account future airport expansion plans. c. Rapid transit station be situated proximate to the NSA to allow convenient access between the RTN and Auckland's proposed second commercial Airport. d. Full interchange be established for the SH1 interchange with Wilks Road. e. Any alternative relief of like effect, to the satisfaction of the Submitter. f. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.	Yes	North Shore Aero Club Incorporated Attn: David Haines C/- Haines Planning (CivilPlan Consultants Limited)	Davidhaines@civilplan.co.nz	Suite 12A Level 12 17 Albert Street	Auckland City	Auckland 1010	021677432
Y	19.1	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Uncertain Information	Despite owners concerns, SGA have ignored/disregarded. Notified documents have not factored any of these details or discussions into the SGA assessments. SGA team member noted that if footpath provided along frontage of their site, then designation would be removed. Footpath provided, but NOR not adjusted. Brings to question purpose of landowner meetings and failure to consider consented works.	Designation should be removed from the submitter's property.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.2	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Impacts on consented buildings and intended light industrial activities located within or near the proposed designation area. The NOR assessment has not considered the approved resource consent for the site and has led to invalid assessment and conclusions. Aspects compromised.	Designation should be removed from the submitter's property.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.3	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Transport	Concerning that the intended road layout will prevent right turn into and out of the property. Restriction on consented development and employees and customers ability to exit in a northward's direction.	Designation should be removed from the submitter's property.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.4	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	30-year duration is too long. Impact on the submitter's property, useability and saleability.	The duration should be reduced to lessen the impact and burden.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.5	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Economic	Negative impacts on land value, use and saleability of the land. Blights site, impacting sales/leasing.	Designation should be removed from the submitter's property.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.6	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Compensation	Financial burden of purchasing this land from the developer.	Can be avoided by adjusting the proposed designation boundary to avoid the site.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.7	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Consultation	Consultation prior to notification has been very limited. SGA did not consider any comments.	Any designation conditions should be improved and amended to provide more certainty for the submitter, with the ability for early and meaningful input.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.8	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Management Plans	During construction management plans will need to be put in place.	During construction management plans will need to be put in place. Provided to the submitter early and with the ability for meaningful input. The conditions should be amended.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	19.9	Tavern Road ECR Ltd	daniel@sfhconsultants.co.nz	Oppose	Alternatives	Proposed road width is 24m and frontage of submitter's site is required to accommodate large batters (large due to the unrefined detail of the road widening works). Current width of this area is 32m wide and adding 5.5m to the designation area for unnecessary batters is not necessary. Consented development at 2183 East Coast Road already includes a roadside footpath and the necessary batter/retaining, there is no reason to include the designation on the site.	Designation should be removed from the submitter's property.	Yes	Tavern Road ECR Ltd Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	20.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	20.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add LIP condition to all Waka Kotahi designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	20.3	Telecommunications Submitters	chris@incite.co.nz	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: <i>Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).</i>	Amend conditions	Yes	Telecommunications Submitters Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland		0274 794 980
Y	21.1	Dongming Qin	jingyu131@hotmail.com	Support	DNS	DNS	DNS	No	Dongming Qin	jingyu131@hotmail.com	1780 East Coast Road	Stillwater	Auckland 0794	
Y	22.1	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Uncertain Information	SGA team said they were committed to avoiding the cemetery (and avoid recently developed parcels) and make use of the grassed area to the other side of the road. The reports and notified plans do not reflect this.	Provide certainty and consistency.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.2	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Environment	Impacts on southern area of site will require loss of ridge line trees that are crucial for amenity of the cemetery. These large mature trees cannot easily be replaced, nor can their amenity values or landscape values.	Loss should be avoided at all cost.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857

Y	22.3	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Arboriculture	Arboricultural assessment relating to NOR13 is lacking. Report makes no mention of the impact at 2163 East Coast Road or any measures to mitigate the loss of mature vegetation.	Impacts need to be avoided.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.4	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Construction Effects	The Landscape, Natural Character, and Visual Assessment does not consider the impact on the cemetery during construction, or long term despite significant impacts on the cemetery. Report appears to have overlooked nature of site and its sensitivity.	Conclusions and recommendations of report should be revisited. Mitigation measures to be implemented at 2163 East Coast Road. (I) Minimise/restrict footprint of designation/works. (II) Avoid valuable landscape features (e.g. through construction yard location). (III) Consider opportunities for early (prior to construction commencing) and regular communication with the community on the finalised construction programme and duration of works to assist with providing a degree of certainty over timing of construction aspects, giving the submitter the opportunity to have input into landscape treatments to minimise adverse visual and perceptual effects. (IV) Prior to Start of Construction for a Stage of Work, revalidate the landscape, natural character, and visual effects of construction within the contemporary landscape context for each NoR. The ULDM shall clearly state which effects identified in this assessment are still valid and how they will be addressed in the proposed ULDM. (V) Minimise earthworks and retaining walls by following the natural topography of the land. (VI) Minimise vegetation loss by restricting the construction footprint (VII) Retention of established rural and amenity plantings within the designation along East Coast Road. (iii) The Social Impact Assessment has not considered the potential impact on the cemetery, and this report and assessment should be revisited.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.5	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Extent of Designation	Impacts on northern area of site will compromise the consented development. NOR assessment has not considered the approved resource consent for the site and has led to invalid assessment and conclusions.	Alter designation.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.6	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Flooding, Stormwater.	Given the topography there is potential stormwater and flooding impacts at the cemetery. Any increase in flooding or stormwater discharge onto the site will have impacts on the property/cemetery.	Impacts need to be avoided.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.7	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Access	Road layout will prevent right turn into and out of property. Will be a restriction on consented industrial development including their employees and customers ability to exit in a northward direction. Negatively impact cemetery staff and visitors who rely on direct and convenient access northwards to the motorway. Submitter opposes this restriction, and continued right turn movements to and from the site needs to be maintained.	Alter designation.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.8	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Economic	Negative impacts on land value and saleability of the land. The designation blights site where owners have sought resource consent to develop/sell the development, but now this is effectively prevented.	Alter designation.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.9	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Compensation	Significant financial burden of purchasing this land from the developer.	Adjust the proposed designation boundary to avoid the site.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.10	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Noise	Noise and vibration levels indicated for the area during construction are excessive, impact people's enjoyment and use of the cemetery. Excessive vibrations may cause headaches and other amenity features to crack or fail, distressing families.	Further mitigation measures need to be provided to ensure levels of noise and vibrations are reduced below what is anticipated in the SGA documents.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.11	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Consultation	Needs consultation.	Any designation conditions should be improved and amended to provide more certainty for the submitter, with the ability for early and meaningful input. Due to the nature of the cemetery it is important this is done in an appropriate manner. Uniqueness of submitter should warrant special consideration.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.12	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Management Plans	Need management plans.	During construction, a range of management plans will need to be put in place. Should be provided to the submitter early and with the ability for meaningful input.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.13	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Timeframe/Lapse Period	30-year duration is long. Impact on cemetery and ability to use and develop the front northern area of the site.	The duration should be reduced to 10-15-years to lessen the impact and burden.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.14	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 11, 12, 13, 14, 16, 18, 19, 20, 21, 22, 26.	Amend conditions 2, 4, 7, 8, 11, 12, 13, 14, 16, 18, 19, 20, 21, 22, 26 as seen in submission.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	22.15	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	daniel@sfhconsultants.co.nz	Oppose	Alternatives	Provide alternative options.	No need for a 65m wide designation to be placed in front of the cemetery. Pushing works slightly westwards is feasible. Pushing the works westwards would avoid the demise of the ridge line trees. Reduce need for retaining along the eastern side of the road (which will reduce project costs and reduce impact). ECR Segment 1 - Widening to both sides where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. Right turns in and out of the site needs to be maintained due to the nature of the site.	Yes	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited Attn: Daniel Shaw C/- SFH Consultants Limited	daniel@sfhconsultants.co.nz	168 Hibiscus Coast Highway	Orewa	Auckland 0932	092169857
Y	23.1	Maria Walker-Kinnell	walkerinnell12@gmail.com	Neutral	Safety	Once past the new East Coast Heights Housing, there is no more proper footpaths/lighting through more rural parts of East Coast Road creating safety issues (dark, criminals, car+pedestrian accidents).	Will there be any additional public transport along East Coast Road? If so include public transport options up East Coast Road. Are there plans for street lights or footpaths up along East Coast Road?	Yes	Maria Walker-Kinnell	walkerinnell12@gmail.com	1959 East Coast Road	Silverdale	Auckland 0993	0273539503
Y	23.2	Maria Walker-Kinnell	walkerinnell12@gmail.com	Neutral	Transport	As urbanisation increases demand for public transport will. Unclear on the impacts this will have on property owners and subdivision of land.	Asking for further clarification on if subdivision will still be allowed and how any protocols may change surrounding it.	Yes	Maria Walker-Kinnell	walkerinnell12@gmail.com	1959 East Coast Road	Silverdale	Auckland 0993	0273539503
Y	23.3	Maria Walker-Kinnell	walkerinnell12@gmail.com	Neutral	Environment	Information vague on vegetation boundaries.	Clarification on the impact on vegetation within boundaries, as in, how will this affect rules surrounding personal plantings.	Yes	Maria Walker-Kinnell	walkerinnell12@gmail.com	1959 East Coast Road	Silverdale	Auckland 0993	0273539503
Y	23.4	Maria Walker-Kinnell	walkerinnell12@gmail.com	Neutral	Timeframe/Lapse Period	Yet to provide an estimated timeframe for the work.	Clarify estimated timeframe.	Yes	Maria Walker-Kinnell	walkerinnell12@gmail.com	1959 East Coast Road	Silverdale	Auckland 0993	0273539503
Y	24.1	Homes of Choice Attn: Ratnesh Sharma	ratnesh.sharma@homesofchoice.org.nz	Neutral	Economic	Long-term asset for Homes of Choice as disability housing is needed within this area. Recently over \$150,000 has been invested in this property.	Purchase price to be above market value, due to it being specialized disability housing. Relocate residences to lease same property for at least 2 years, allowing time to build a new purpose build building for disability housing within close proximity to 1942 East Coast Rd. Would like to discuss the process, implication, timing, property purchase and market value.	Yes	Homes of Choice Attn: Ratnesh Sharma	ratnesh.sharma@homesofchoice.org.nz		Greenlane	Auckland 1546	277027753

Y	25.1	Lingyan(Clara) Zhao	clara.3zh@gmail.com	Neutral	Timeframe/Lapse Period	30 year lapse date creates uncertainty over an extended period without information on funding and materialisation of the designation. Environment and legislative framework/landscape could be vastly different in 30 years. Lapse period reaches beyond lifetime of Auckland Plan 2050 and AUP.	Maximum 20 year lapse period.	Yes	Lingyan(Clara) Zhao	clara.3zh@gmail.com	2118 East Coast Road	Stilwater		21586898
Y	25.2	Lingyan(Clara) Zhao	clara.3zh@gmail.com	Neutral	Statutory Planning	Further engagement with AT.	Further engaging with AT to obtain approval through the RMA s176(1)(b) and/or s178 process to enable feasible development (including integrate earthworks, stormwater solutions) of the Site long before the construction on NoR 13 East Coast Road Upgrade will start.	Yes	Lingyan(Clara) Zhao	clara.3zh@gmail.com	2118 East Coast Road	Stilwater		21586898
Y	26.1	ACGR Old Pine Limited	james@jgh.nz	Oppose	Economic	Submitter wishes to develop and/or sell the Submitter's Land. Owner has tried to sell but been unable to enter into an agreement at a price not less than the market value.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited Attn: James Gardner-Hopkins C/- JGH Advisory	james@jgh.nz				021 277 1425
Y	26.2	ACGR Old Pine Limited	james@jgh.nz	Oppose	Sustainable Management	Do not promote the sustainable management of natural and physical resources. Inconsistent with Part 2 of the RMA and integrated management. Submitter can not give effect to their recently granted resource consent.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited Attn: James Gardner-Hopkins C/- JGH Advisory	james@jgh.nz				021 277 1425
Y	26.3	ACGR Old Pine Limited	james@jgh.nz	Oppose	Wellbeing	Do not enable the social, economic and cultural well-being of the community.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited Attn: James Gardner-Hopkins C/- JGH Advisory	james@jgh.nz				021 277 1425
Y	26.4	ACGR Old Pine Limited	james@jgh.nz	Oppose	Future generations	Does not meet the reasonably foreseeable needs of future generations.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited Attn: James Gardner-Hopkins C/- JGH Advisory	james@jgh.nz				021 277 1425
Y	26.5	ACGR Old Pine Limited	james@jgh.nz	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited Attn: James Gardner-Hopkins C/- JGH Advisory	james@jgh.nz				021 277 1425
Y	26.6	ACGR Old Pine Limited	james@jgh.nz	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.	Yes	ACGR Old Pine Limited Attn: James Gardner-Hopkins C/- JGH Advisory	james@jgh.nz				021 277 1425
Y	27.1	Snowplanet Limited	pa@planningfocus.co.nz	Oppose	Extent of Designation	NoR inhibits installation of consented alpine coaster (attached with submission). NoR could affect the future installation of a solar array. Does not appear to directly relate to the widening of East Coast Road, such that the road could be extended through the establishment of a retaining structure, thus reducing the extent of the NoR and avoiding effects on the consented alpine coaster and solar array.	Extent of the NoR as it affects 91 Small Road be reduced so as not to impede the establishment of the consented alpine coaster a potential solar array; or such other relief as may be appropriate.	Yes	Snowplanet Limited Attn: Paul Arnesen c/- Planning Focus Limited	pa@planningfocus.co.nz	PO Box 911361		Auckland 1142	2102221165
Y	28.1	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Consultation	Lack of consultation with affected landowners to understand and integrate with land use projects actively being progressed across the wider locality. Has not considered areas of overlap between private plan change and NoR.	Coordinate and integrate within NoR 13 and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public: (i) scope to have phased delivery of the works; (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	28.2	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Transport	No consideration of the transport upgrades required and works being undertaken by developers as part of the development of the Silverdale West area, nor any attempt from SGA to coordinate these works or recognise these infrastructure upgrades.	Designation boundary be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for the upgrade to East Coast Road, between Silverdale and Redvale. Amend the designation boundary to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	28.3	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Extent of Designation	Opposes spatial extent of designation boundary which extends beyond anticipated extent of works. Area of land proposed to be designated is much greater than what is required for proposed road upgrade design. Reduces future land development opportunities.	Extent of designation boundary be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for the upgrade to East Coast Road, between Silverdale and Redvale;	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	28.4	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Design	FHLD opposes the spatial extent and proposed design of the East Coast Road and Wilks Road intersection upgrade.	Upgrade of the East Coast Road and Wilks Road intersection to a signalised intersection is a prerequisite to development in the Plan Change, and the signalised intersection requires a much lesser land take than the proposed roundabout design.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	28.5	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Timeframe/Lapse Period	Oppose lapse date proposed at Condition 4 of 30 years. Lapse period is excessive and will prevent future development opportunities progressing cohesively. Sterilising the land until funding is allocated does not represent Part 2 of the RMA.	Reviewed and reduced lapse period to be consistent with section 184(1) of the RMA (5 years).	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	28.6	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	28.7	Fulton Hogan Land Development Limited	nickr@barker.co.nz	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 11, Condition 14 and Condition 15 "at the time of the Outline Plan is applied for".	Yes	Fulton Hogan Land Development Attn: Nick Roberts c/- Barkers & Associates	nickr@barker.co.nz	PO Box 1986	Shortland Street	Auckland 1140	0296668330
Y	29.1	Benjamin White	ben@redvalerv.com	Oppose	Social Impacts	Parents purchased this land and subdivided it into 3 lots (brother, himself and parents). Kids visit neighbours safely and grandparents onsite. Graze sheep. Was banking on subdividing property in the future as we are zoned future urban. NOR Destroyed family plan now and retirement plan.	Buy their property along with addresses 1722 and 1726 with early payout. Payout would resemble a property of 5 acres, distance from shopping facilities/harbour bridge, future urban zone, a business that is self contained and away from the living quarters. Also a future urban property.	No	Benjamin White	ben@redvalerv.com	1722 East Coast Road	Redvale	Auckland 0794	
Y	30.1	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	Oppose	Economic	Established property for their two sons on subdivided sections to raise their families. Money spent on Council subdivision requirements and establishing homes.	Want 1722, 1724 and 1726 properties to be fully acquired. Need time left living on existing properties once money has been paid to search for a property that would have the titles and possibility for re-establishing what they have developed.	Yes	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	1726 East Coast Road	Redvale RD4	Albany 0794	21626069
Y	30.2	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	Oppose	Social Impacts	Family including sons and grandchildren all live near one another and support one another in current situation.	Want 1722, 1724 and 1726 properties to be fully acquired. Need time left living on existing properties once money has been paid to search for a property that would have the titles and possibility for re-establishing what they have developed.	Yes	Maureen Patricia and Geoffrey Alan White	maureen.white55@gmail.com	1726 East Coast Road	Redvale RD4	Albany 0794	21626069
Y	31.1	Mr Shane Charlton & Mrs Katie Charlton	katie.charlton@aia.com	Oppose	Extent of Designation	Extent of designation unwarranted. Unnecessary cut batter extending ~6m into our property, causing stress.	Withdraw NoR on their property entirely or, reduce extent of designation to a ~1m wide section along their road frontage. Request an in person site meeting, with appropriate representation from all parties, to assess a more appropriate course of action. A more suitable alternative would be a minor ~2m high retaining wall along the existing boundary. This would avoid any need to encroach more than ~1m onto our property. This superfluous over-reach is subsequently compounded by designating their entire home as a potential construction area, with the resulting designated zone extending up to ~30m onto our property.	Yes	Mr Shane Charlton & Mrs Katie Charlton	katie.charlton@aia.com	1857 East Coast Road	RD4	Albany 0794	64275590131

Y	31.2	Mr Shane Charlton & Mrs Katie Charlton	katie.charlton@aia.com	Oppose	Timeframe/Lapse Period	Limit use of property for 30 years, exposes AT to risk of having to make an early acquisition of entire property, because the NoR will make it unsellable.	Withdraw NoR on their property entirely or, reduce extent of designation to a ~1m wide section along their road frontage. Request an in person site meeting with appropriate representation from all parties, to assess a more appropriate course of action. A more suitable alternative would be a minor ~2m high retaining wall along the existing boundary. This would avoid any need to encroach more than ~1m onto our property. This superfluous over-reach is subsequently compounded by designating their entire home as a potential construction area, with the resulting designated zone extending up to ~30m onto our property.	Yes	Mr Shane Charlton & Mrs Katie Charlton	katie.charlton@aia.com	1857 East Coast Road	RD4	Albany 0794	64275590131
Y	32.1	Sam White	sam@electric-city.co.nz	Support	Social Impacts	Family surrounding them on both sides and run their business from their home. Child has autism so will not cope with disruption. Rely on family support. Disruption to children from construction. Parents, brother and sisters also have properties taken away.	Buy their property along with addresses 1722 and 1726 with early payout. Payout would resemble a property of 5 acres, distance from shopping facilities/harbour bridge, future urban zone, a business that is self contained and away from the living quarters.	Yes	Sam White	sam@electric-city.co.nz			Auckland 0794	211191358
Y	32.2	Sam White	sam@electric-city.co.nz	Support	Construction Effects	Do not want to be left in the middle of major road works, earth works and land development.	Buy their property along with addresses 1722 and 1726 with early payout.	Yes	Sam White	sam@electric-city.co.nz			Auckland 0794	211191358
Y	33.1	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	33.2	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	33.3	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	33.4	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	33.5	Te Tāhuhu o te Mātauranga Ministry of Education	chris@incite.co.nz	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Yes	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	chris@incite.co.nz	PO Box 3082	Auckland 1140		09 369 1465
Y	34.1	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Consultation	Lack of consultation with affected landowners. Areas of overlap between process and NoR, 13 is modified to accommodate opportunities for coordination and integration of outcomes.	Alternative alignment options that integrate with planned land use in the area. NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.2	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Sustainable Management	Will not promote the sustainable management of natural and physical resources, efficient use of land resources so inconsistent with Part 2 and the RMA. Would not meet the sustainable management purpose of the RMA.	Alternative alignment options that integrate with planned land use in the area. NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.3	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Statutory Planning	Inconsistent with planning documents including Auckland Unitary Plan. Does not integrate with programmed land use and development within the Silverdale West Industrial Precinct.	NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.4	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Extent of Designation	Spatial extent of NoR and identified land requirements exceed the land required for the proposed works.	That the extent of the designation boundary of NoR 13 be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for improvements to East Coast Road. The designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.5	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Transport	Will not result in the most appropriate transport outcomes.	Alternative alignment options that integrate with planned land use in the area. NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.6	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Timeframe/Lapse Period	The 30-year lapse date proposed at Condition 4. The extension of 25 years to the lapse period is excessive and will prevent future development opportunities progressing in a cohesive and integrated manner.	Alternative alignment options that integrate with planned land use in the area. NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.7	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	34.8	Fletcher Development Limited	ross.cooper@tattico.co.nz	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 11, Condition 12, Condition 14 and Condition 15 "at the time of the Outline Plan is applied for".	Yes	Fletcher Development Limited Attn: Ross Cooper c/- Tattico	ross.cooper@tattico.co.nz	PO Box 91562	Victoria Street	Auckland 1142	6421 740 410
Y	35.1	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUSOP condition (wording in submission)	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	35.2	Watercare Services Limited	mark.bishop@water.co.nz	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Yes	Watercare Services Limited Attn: Mark Bishop	mark.bishop@water.co.nz	Private Bag 92 521	Wellesley Street	AUCKLAND 1141	022 010 6301
Y	36.1	Weiit Green Limited	aaron@civilplan.co.nz	Support	Access	Penlink access roads are inadequate for future transport needs. Upgrading interchanges may be difficult, constraining the ability to provide for future growth within the Weiit FUJZ area. Penlink designation (6777) is beyond extent of current NoRs.	Inadequacy in design of Penlink interchanges makes it critical that additional access to WGL's landholdings is enabled. Access needed onto East Coast Road, or intersection of Penlink with its connection to East Coast Road (currently proposed as a roundabout).	Yes	Weiit Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	36.2	Weiit Green Limited	aaron@civilplan.co.nz	Support	Road Design	Does not appear to give any consideration to a future road connection off East Coast Road to serve development of FUJZ land. Without changes to design shown on general arrangement plans for NoR 4, this could necessitate three major intersections within a stretch of 300 m, which may not result in an efficient or effective transport network.	Proposed roading design for East Coast Road and Penlink must be reconsidered to allow for a road connection to 1697 East Coast Road in a manner that would not adversely affect the transport network. Advice from HGCL indicates that any arterial or collector road onto East Coast Road would need to be a roundabout or signalised intersection. Access roads onto Penlink currently being constructed have not been designed to cater for full buildout of the Weiit future urban area and so additional routes onto Penlink and State Highway 1 need to be provided for.	Yes	Weiit Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445

Y	36.3	Weiti Green Limited	aaron@civilplan.co.nz	Support	Road Design	NoRs and associated proposed works in their current form give no consideration to future road access to development at 1695 East Coast Road.	For urban development of this land, a future road access from East Coast Road is imperative. Access to and from the roundabout on Penlink to support future urban growth at this site. Road upgrades proposed under NoR 4 show the construction of a shared path between the Penlink roundabout and the site, potentially preventing realisation of this road connection. WGL seeks assurance that such road connections will not be precluded by the proposed works. For the connection between Penlink and East Coast Road, it is likely that a higher capacity intersection would be necessary, which may require a larger area than provided for by the NoR. Review their traffic modelling and reconsider the indicative design of the connection between East Coast Road and Penlink. Feasible access between the realigned East Coast Road and WGL's eastern landholding (1695 East Coast Road), up to the edge of the existing road reserve. Access between the Penlink roundabout and WGL's eastern landholding (1695 East Coast Road). Feasible access between the realigned East Coast Road and WGL's western landholding (1697 East Coast Road), which may require amendments to the design of the connection between East Coast Road and Penlink.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	36.4	Weiti Green Limited	aaron@civilplan.co.nz	Support	Uncertain Information	Jackson Way as a recommended arterial road was not within scope for the Detailed Business Case, inferring that it would be delivered outside Te Tupu Ngāhahi. WGL seeks clarification as to how this arterial road upgrade and extension would be delivered.	Upgrade of Jackson Way should be included in the NoRs to complete the required arterial network. WGL would welcome any further information from AT and SGA regarding its expected delivery.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	36.5	Weiti Green Limited	aaron@civilplan.co.nz	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	Bus stops or a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. Feeder buses could also connect to the future stations along corridor.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	36.6	Weiti Green Limited	aaron@civilplan.co.nz	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. Should not be assumed that transfers between bus services can be accommodated further along Penlink, outside of areas subject to the NoRs. Current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining the ability to provide for future growth within the Weiti future urban area.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	36.7	Weiti Green Limited	aaron@civilplan.co.nz	Support	Conditions	Amend conditions.	Establish a process to encourage/facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the designation. Provide for ongoing consultation with WGL prior to and during construction of works under NoRs 4 and 13 where adjacent to WGL's landholdings, including ensuring that ongoing access to sites. The SCEMP condition proposed by NZTA should be amended further to apply from 18 months prior to an outline plan being submitted. At the time of preparing an outline plan, the final road design is consistent with any structure planning undertaken by Auckland Council or by any other party in support of a private plan change request that covers WGL's landholdings.	Yes	Weiti Green Limited Attn: Aaron Grey C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	PO Box 97796	Manukau City	Auckland 2241	(09) 222 2445
Y	37.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	Yes	Andrew Nigel Philipps Kay	anpkay@gmail.com	95 Postman Rd	Dairy Flat 0794		021622016

Appendix 4a: Annotated Copies of Submissions - NOR 1

Submission. NoR1:

Allen T Chalmers & Michelle VL Koster-Crockford

Property address: 2 Wilks Road West, Dairy Flat, Auckland.

Record of title #: NA27D/550

SG reference #: 302181

We would like to express our opposition to the proposed roundabout setout/shown in your letter received 26/06/2023.

1.1

We would like to state that we are not opposed to the island roundabout itself, just the location of which it is drawn on the plan. We are requesting that the relocation/re-routing of the roundabout to the south of the planned site be re-examined as this adjacent site is undeveloped bare land and would be a less costly acquisition by the crown and be of much less disruption to our home and adjoining business. We fully understand some corridors connecting with the roundabout will need some re-routing, but these existing corridors will require extensive works at time of construction I expect anyway. Also, the designated area shown on the plan that you require seems extreme and destructive to a list shown below.

A 260 square meter home of solid construction.

Glass house and implement sheds.

Minor dwelling

150 square meter utility shed with own entrance and concrete drive/parking, two 20' containers. Used for the operations of Chalmers marine Ltd. (The largest importer of marine anodes in NZ) Est 1992

A 30m x 20m pond (spring) inhabited by frogs and long fin eel.

1.1

A green belt of native trees. Puriri, Totara, Punga, Kauri, Pohutakawa. Also, Oak, Fig, Guava, Pecan, these being of great attraction to the Kereru (wood pigeon). Tui. Piwakawaka (fantail). And the endangered Kaka which visits the Pecan trees most mornings and evenings.

If the proposed routes and land required are confirmed, this will have a huge impact on our property of 31 years, and a mental and financial strain on Michelle and me. Our intention was to sell the property in the coming year to pursue our separate plans as we are 50/50 in this property.

The ability to sell the property will be negated and we will be forced to apply to the Environmental Court for an order that the complete property be acquired by NZTA/Auckland transport so we can move on with our lives.

Owners. Michelle Koster Crockford.

Allen Chalmers

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1006] Notice of Requirement online submission - Lindsay Howitt
Date: Thursday, 23 November 2023 10:30:30 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Lindsay Howitt

Organisation name:

Full name of your agent:

Email address: lhowitt15@gmail.com

Contact phone number: 0211186063

Postal address:
295 Postman Road
Dairy Flat
Auckland 0794

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

The Rapid Transit Corridor that runs close to my property at 295 Postman Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 2.1 Increased noise and pollution from vehicles in the transit corridor Loss of value in our property. The
- 2.2 inability to sell our property as no one wants to buy next to a transit corridor. The length of time from
- 2.3 publishing the NOR to the decision whether to proceed as planned or relocate the transit corridor
- 2.4 Flooding in the area from creeks that will flood more often with urbanisation and subsequent
- 2.5 increased run off of water.

I or we seek the following recommendation or decision from Auckland Council:

We seek to have the Rapid Transit lane relocated away from expensive lifestyle properties to run beside state highway 1 as happens from Albany to Auckland harbour bridge

Submission date: 23 November 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

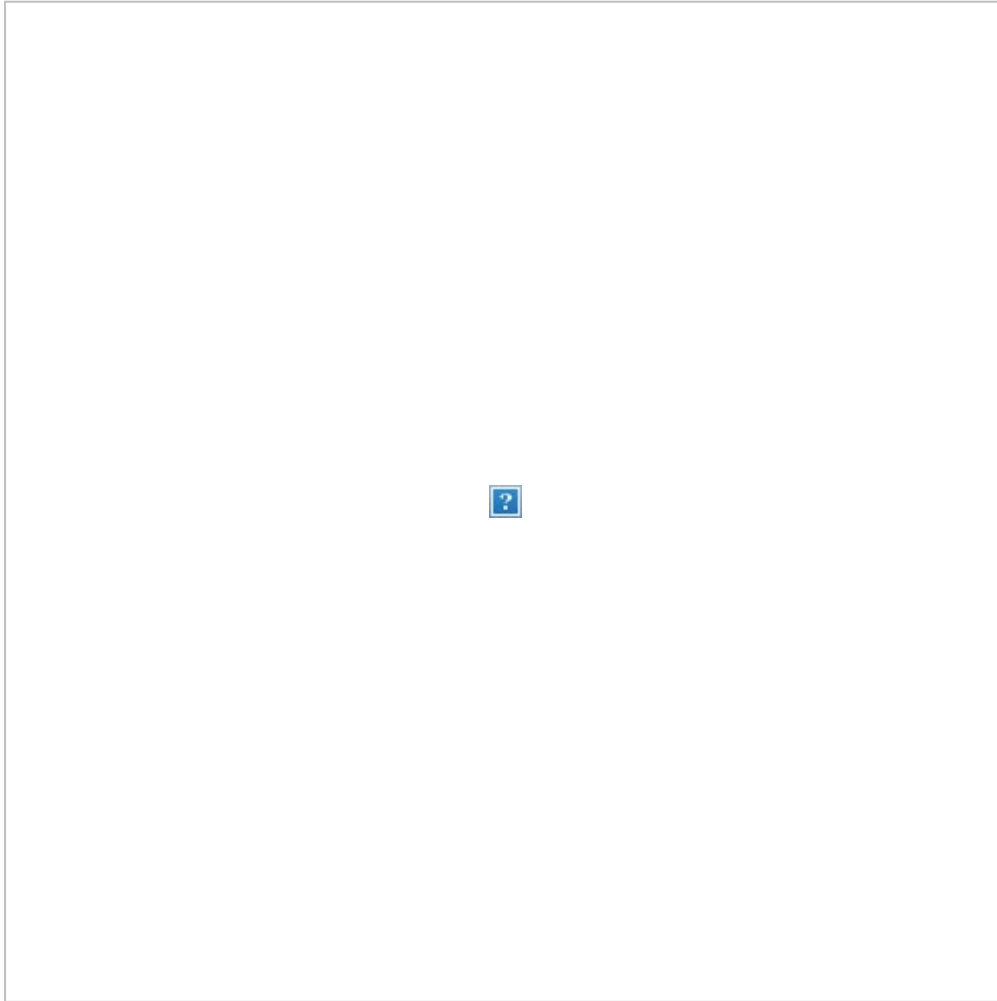
Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

- details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1013] Notice of Requirement online submission - Hamid Sharifi
Date: Tuesday, 28 November 2023 8:00:25 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Hamid Sharifi

Organisation name:

Full name of your agent:

Email address: hamidsharifii@yahoo.com

Contact phone number: 0211537073

Postal address:

Mildale
Auckland 0932

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 3.1 My primary concerns include: Traffic Congestion: The existing roads in our neighborhood are not adequately wide to handle the increased traffic flow that will result from the new rapid transit station. I am concerned that this will lead to congestion, road safety issues, and decreased overall quality of life for residents. Parking Issues: The project seems to lack sufficient planning for parking facilities, causing neighboring streets to become de facto parking areas for commuters using the station. This will inevitably affect the availability of parking for local residents and disrupt the character of our neighborhood. Privacy Concerns: The construction and operation of the station, including increased foot traffic and the presence of public transportation, pose a threat to the privacy of the neighborhood. This is particularly concerning given the residential nature of the area.
- 3.2
- 3.3

I or we seek the following recommendation or decision from Auckland Council:

I strongly urge Waka Kotahi NZ Transport Agency to consider specifying the location of such transit stations in future Milldale stages. This will enable better planning and integration of transportation infrastructure with the surrounding community. Additionally, there should be a comprehensive plan to design neighboring streets and houses to cope with the anticipated impacts of the project, ensuring a harmonious coexistence between the station and the existing residential areas.

Submission date: 28 November 2023

Attend a hearing

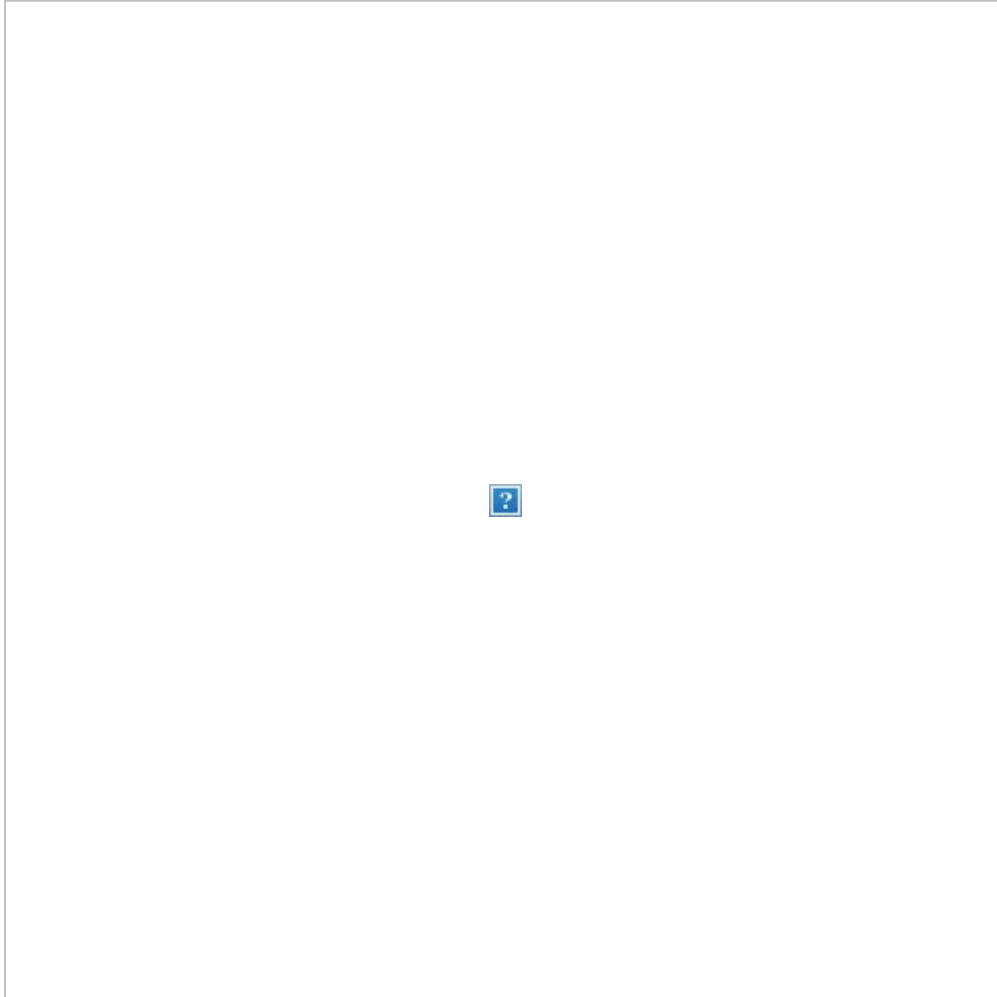
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: [Kevin Perry](#)
To: [Unitary Plan](#)
Subject: Submission for Notice of Requirement
Date: Monday, 4 December 2023 10:23:04 am

Notice of Requirement - New Rapid Transit Corridor, including a walking and cycling path (NoR 1)

Affected Property address: 11 Redvale Rise, Redvale

My reason for opposing the notice of requirement:

- 1.1 I don't know the full impact on my property. This could affect the future sale of my property and cause uncertainty moving forward.
At this stage the potential required land from my property is quite substantial, so this will have a huge negative impact on future building site, price of the property and privacy of my land.
- 1.2 I seek the decision that Auckland Council should compensate for the land and for the inconvenience and uncertainty going forward. The lapse period is too long, and unless there is compensation for the lengthy period, it should be brought down to 5 years.

Regards,

Kevin Perry

Mobile : 0274806915

Email : kevperry@xtra.co.nz

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1030] Notice of Requirement online submission - Phil and Paula Mitchell
Date: Monday, 4 December 2023 4:15:51 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Phil and Paula Mitchell

Organisation name:

Full name of your agent:

Email address: phil.mitchell@mitchelldaysh.co.nz

Contact phone number: 021966175

Postal address:
262 Bawden Road
Dairy Flat
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

The entire NOR, which directly affects our property and family home.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 1. There is no need, nor justification, for the Notice of Requirement ("NOR") and any potential benefits that might conceivably accrue to its proponent, Waka Kotahi, are demonstrably outweighed
- 2. by the indisputably adverse social and economic effects on property owners, including ourselves. 2. The proposal is entirely speculative, in that by Waka Kotahi's own admission, any potential
- 3. development is many decades into the future. 3. Furthermore, Auckland Council has recently recognized that Dairy Flat's suitability for urbanisation needs to be reassessed, given concerns
- 4. about flooding risks. 4. This proposal is entirely unfunded, thereby creating significant prejudice for property owners, who can have no certainty that its proponent will be able to deliver on their
- "property purchase" obligations under section 185 of the Resource Management Act 1991 ("RMA"). Any NOR should not be progressed ahead of any financial commitment to the proposal by its
- 5. proponent. 5. The stated purpose of the NOR is for "route protection". That proposition cannot be sustained in light of the route's "Future Urban" zoning under the Auckland Unitary Plan, the purpose
- of which is: The Future Urban Zone is applied to greenfield land that has been identified as suitable for urbanisation. The Future Urban Zone is a transitional zone. Land may be used for a range of
- 6. general rural activities but cannot be used for urban activities until the site is rezoned for urban purposes." 6. As such, the current zoning provides all the "protection" necessary for a speculative
- 7. future roading proposal intended to support the equally speculative future urbanisation of Dairy Flat. 7. There has been no consultation with affected property owners regarding possible alternative
- 8. routes. The first we heard of this proposal was in June of this year when we received, via courier, a letter from Waka Kotahi and Auckland Transport advising that our property would likely be the
- subject of an NOR in coming months. That is simply not an acceptable approach to consultation. 8. This proposal is a text book example of a requiring authority subjecting communities to "planning
- blight", a situation the Environment Court has repeatedly refused to countenance.

I or we seek the following recommendation or decision from Auckland Council:
The NOR must be rejected, with the Commissioners admonishing Waka Kotahi and Auckland Transport for the ill-conceived and unnecessary pursuit of their own agenda, that is without proper justification, and their abject disregard for: a) the very real and significant adverse effects on property owners; and b) the RMA's purpose and principles that promote sustainable management.

Submission date: 4 December 2023

Attend a hearing

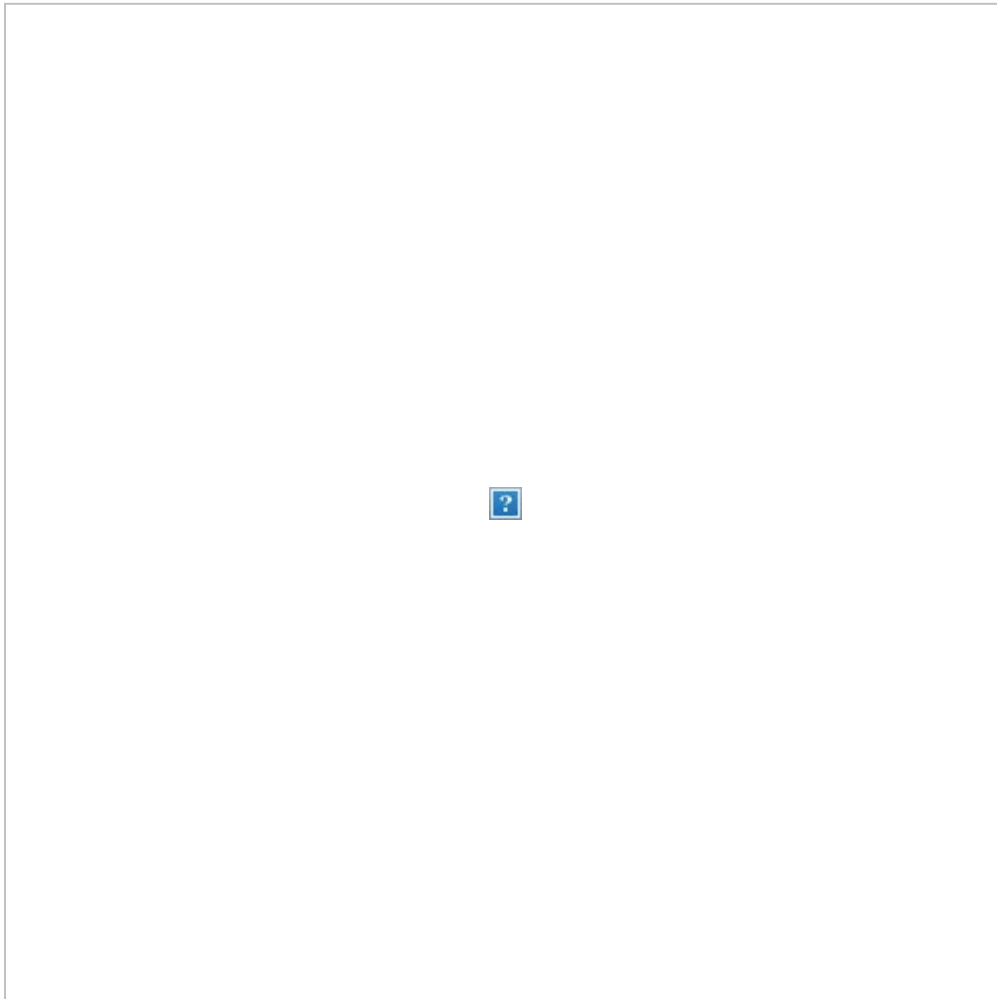
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1042] Notice of Requirement online submission - Carlton Windust
Date: Tuesday, 5 December 2023 10:45:57 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Carlton Windust

Organisation name:

Full name of your agent:

Email address: windys@xtra.co.nz

Contact phone number:

Postal address:
225 Pine Valley Road
Silverdale
Auckland 0992

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
New Rapid Transit Corridor - 225 Pine Valley Rd Silverdale

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

Planning for the future of this area is imperative, growth has been substantial already over the past 10 years. Traffic congestion has become increasingly stressful for motorists coming through Albany to Silverdale and Silverdale interchange is gridlocked most evening. An alternative route need to be planned sooner rather than later. Cycle and walking paths like that established already on the Orewa estuary would be awesome to have as well.

I or we seek the following recommendation or decision from Auckland Council:
Recommend that the planning for the New Rapid Transit Corridor proceed as per plans.

Submission date: 5 December 2023

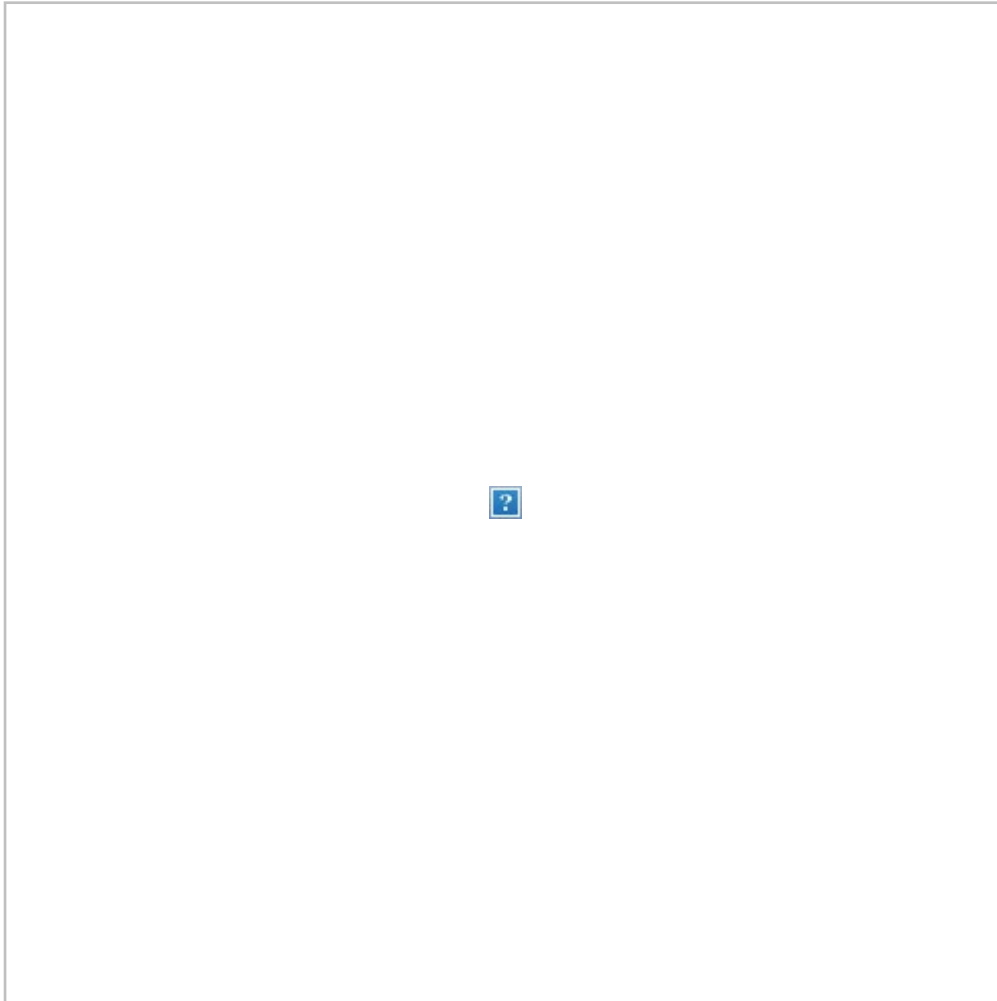
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1040] Notice of Requirement online submission - Karen Windust
Date: Tuesday, 5 December 2023 10:45:58 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Karen Windust

Organisation name:

Full name of your agent:

Email address: windys@xtra.co.nz

Contact phone number:

Postal address:
225 Pine Valley Road
Silverdale
Auckland 0992

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
New Rapid Transit Corridor land acquisition 225 Pine Valley Road Silverdale

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

□ 1

Planning for the future of this area is imperative, growth has been substantial already over the past 10 years. Traffic congestion has becoming increasingly stressful for motorists coming through Albany to Silverdale and Silverdale interchange is gridlocked most evening. An alternative route need to be planned sooner rather than later.

I or we seek the following recommendation or decision from Auckland Council:
To proceed with the new Rapid transit corridor plans.

Submission date: 5 December 2023

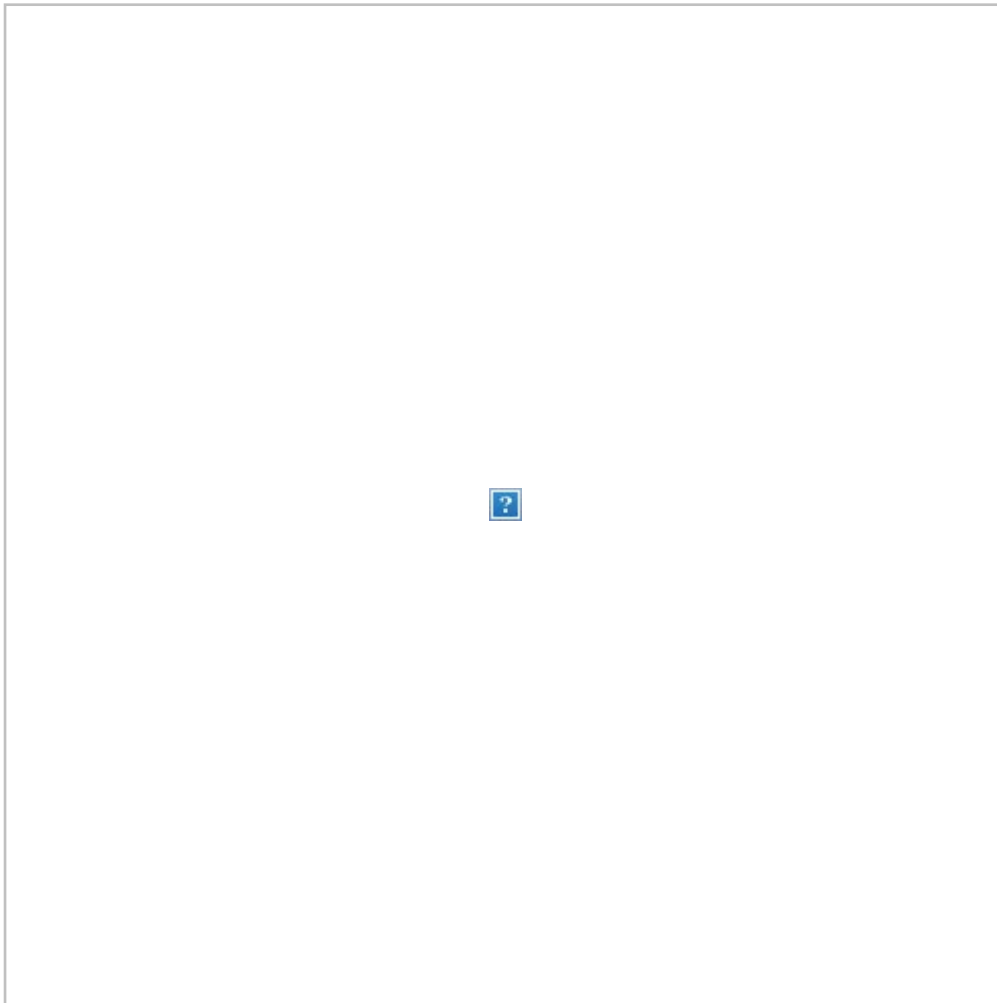
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1047] Notice of Requirement online submission - Dine Yoeh HOO
Date: Wednesday, 6 December 2023 11:45:48 am
Attachments: [Appendix 1.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Dine Yoeh HOO

Organisation name:

Full name of your agent: Jason Kuan Hui HOO

Email address: jason@goodland.co.nz

Contact phone number: 021661866

Postal address:
86 Kingscliff Rise,
Dairyflat
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
86 Kingscliff Rise, Dairyflat , Auckland 0792

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 1) The current proposal is uncertain for 30 years or more, however my family are at limbo not knowing how we will be compensated for the losses incurred, mental and emotional stress, resettlement and etc
- 2) The legality for the occupancy and compensation procedures during the 30 years transition period is not included, I may have further comments when this information is available.
- 3) Who is liable for the maintenance of the property during the 30 years transition period.
- 4) Not mentioned the lessons learnt during the Central Rail Link (CRL) of the cost overruns and time overruns and corrective action implemented on this project.
- 5) NOR is only advice the de marketed land will be taken over in about 30 years. Not mentioned if funds are available to purchase the land/property/other compensations.
- 6) The footprints of the land acquisition is too big, not justified the land requirement with the standard road cross section in the report.
- 7) I believe Waka Kotahi (NZTA) can easily realign the propose reserve avoiding clashing with the 3 properties on Kingscliff Rise, this has not demonstrated in the submission, - Appendix 1
- 8) The planning philosophy is incorrect. Road expansion should cater for the future growth. However we understand from the council that Waka Kotahi (NZTA) notice of application and Auckland council future urban zoning in the AUP are independent of each other. I believe these 2 aspects should be consider together and not dealt independently.

I or we seek the following recommendation or decision from Auckland Council:

- 1) The current proposal is uncertain for 30 years or more, however my family are at limbo not knowing how we will be compensated for the losses incurred, mental and emotional stress, resettlement and etc
- 2) The legality for the occupancy and compensation procedures during the 30 years transition period is not included, I may have further comments when this information is available.
- 3) Who is liable for the maintenance of the property during the 30 years transition period.

4) Not mentioned the lessons learnt during the Central Rail Link (CRL) of the cost overruns and time overruns and corrective action implemented on this project. 5) NOR is only advice the de marketed land will be taken over in about 30 years. Not mentioned if funds are available to purchase the land/property/other compensations. 6) The footprints of the land acquisition is too big, not justified the land requirement with the standard road cross section in the report. 7) I believe Waka Kotahi (NZTA) can easily realign the propose reserve avoiding clashing with the 3 properties on Kingscliff Rise, this has not demonstrated in the submission, - Appendix 1 8)The planning philosophy is incorrect. Road expansion should cater for the future growth. However we understand from the council that Waka Kotahi (NZTA) notice of application and Auckland council future urban zoning in the AUP are independent of each other. I believe these 2 aspects should be consider together and not dealt independently.

Submission date: 6 December 2023

Supporting documents
Appendix 1.pdf

Attend a hearing

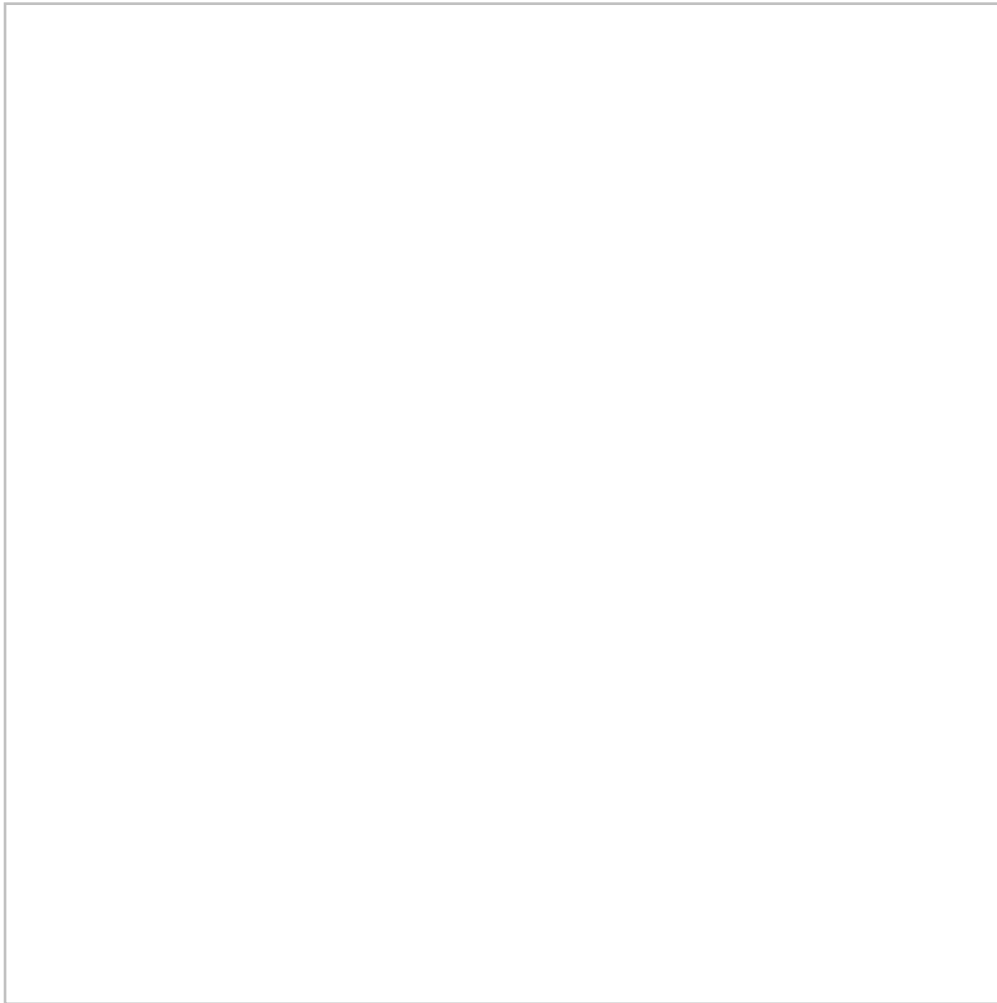
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
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APPENDIX - 1



NOR 1

Re: 86 Kingscliff Rise

* The two red lines indicates the revised road reserves with far less disruption to the inhabitants.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1085] Notice of Requirement online submission - Dine Yoeh HOO
Date: Monday, 11 December 2023 10:16:04 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Dine Yoeh HOO

Organisation name:

Full name of your agent: Jason HOO

Email address: jason@goodland.co.nz

Contact phone number: 021661866

Postal address:

86 Kingscliff Rise,

Dairyflat

Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

1) These projects are not currently funded which means we are not seeking to purchase the land until funding becomes available, which may be around 10 to 30 years.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:



The applicant should first make sure that the funds are available to seek to purchase the land. 10 to 30 years time period to make a decision is prohibitively long. It should be less than 1 year.

I or we seek the following recommendation or decision from Auckland Council:

1) to confirm the funds availability to purchase the land prior to consenting the proposal. 2) time frame to negotiation to purchase the land should be acceptable to me.

Submission date: 11 December 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

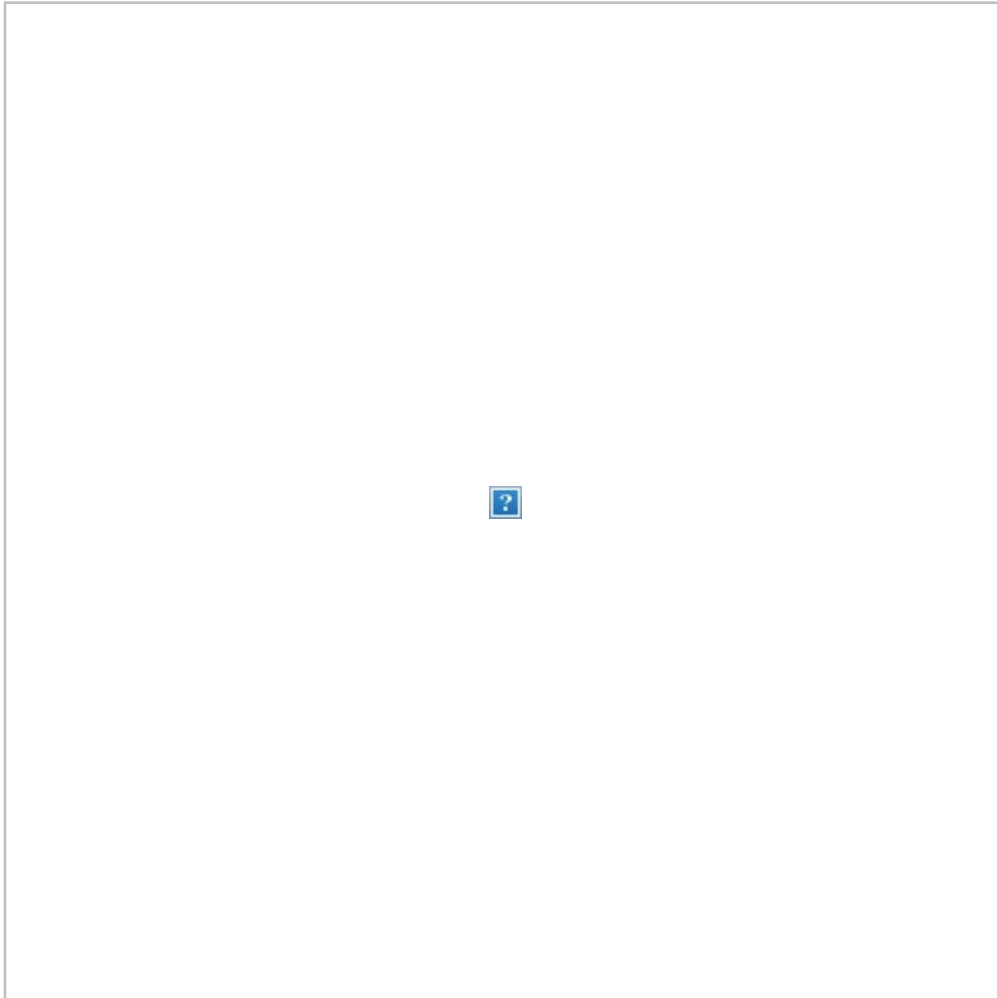
Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1062] Notice of Requirement online submission - Jin Seo
Date: Friday, 8 December 2023 8:45:25 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Jin Seo

Organisation name:

Full name of your agent:

Email address: silverdale0323@gmail.com

Contact phone number:

Postal address:
9D 92 Nelson Street
Central
Auckland 1010

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Submission for NOR1 and NOR3 I fundamentally oppose NOR1 and NOR3. As a university student in Auckland, I reside in a city apartment during the week and commute to my parents' house in Silverdale using the NX1 bus on Mondays and Fridays. Upon reviewing the recently announced NOR1 plan, I learned about significant changes in the future Northern Bus route. Examining the proposed Rapid Transit Corridor, I noticed a shift from quickly connecting Silverdale and the surrounding urbanized areas to supporting bus services in regions expected to grow in the future. Having lived in this area for a long time and being a frequent bus user, I believe residents need a high-speed bus line that efficiently connects Silverdale through Albany to the City Center. The new proposed bus route seems inefficient as it extends too far west and doesn't seem well-designed in terms of travel time. When the Dairy Flat area develops, reinforcing bus services there would be more reasonable than creating a high-speed bus road to that area. During the busy mornings, while using the Hibiscus Coast bus station to travel to the City, I encounter many students and professionals. Currently, the journey to Albany Bus Station on the highway is smooth, covering more than 80 kilometers per hour. As the population grows, a dedicated bus lane will become necessary. Expanding the highway for bus use would save significantly on construction costs and ensure the shortest travel distance. I believe making optimal use of the existing Hibiscus Coast bus station is a more practical approach. Therefore, I oppose the bus route proposed in NOR1 due to concerns about high construction costs and increased travel distance. Regarding NOR3, as it plans to replace the currently operating Hibiscus Coast bus station with the Pine Valley bus station, I personally think it involves a considerable waste of money. The Hibiscus Coast Park n Ride constructed on the eastern side of the highway currently serves as a bus network hub for many local residents living in coastal areas. Changing the bus hub role from the western side to the eastern side of the highway and concentrating the bus network there seems like an impractical idea. NOR1 and NOR3 state that the Pine Valley Bus Station will support the urbanization of the Silverdale West area, but considering the ongoing high-density development on the eastern coastal

□ 1

□ 2

area, the role of the Hibiscus Coast bus station as a Bus Hub will likely grow even more in the future. Therefore, I oppose the Pine Valley bus station construction plan in NOR3 and consider upgrading the existing Hibiscus Coast bus station as a more efficient and cost-effective solution. The bridge at the Silverdale Interchange used to access the Hibiscus Coast bus station has three lanes. However, this bridge routinely experiences traffic congestion. I suggest allocating more budget to significantly widen this bridge, allowing buses to pass easily, and hope this enhancement contributes to strengthening the existing bus network. Thank you.

I or we seek the following recommendation or decision from Auckland Council:

Dear City Council, I hope my concerns about NOR1 and NOR3 are considered. For NOR1, I strongly urge that the RTC bus route doesn't loop back through Dairy Flat and Pine Valley areas but instead supports expanding the highway or follows a design along the existing highway route. As for NOR3, I oppose the construction of the Pine Valley Bus Station and recommend upgrading the currently operational Hibiscus Coast bus station to serve as a local bus hub. In general, I hope the plans aim to reduce costs and minimize the travel time for the bus route from Silverdale to the City during rush hours, facilitating time savings for commuters. I kindly request NZTA to allocate more time for citizens and public hearings, particularly regarding bus routes, to ensure thorough discussions and considerations.

Submission date: 8 December 2023

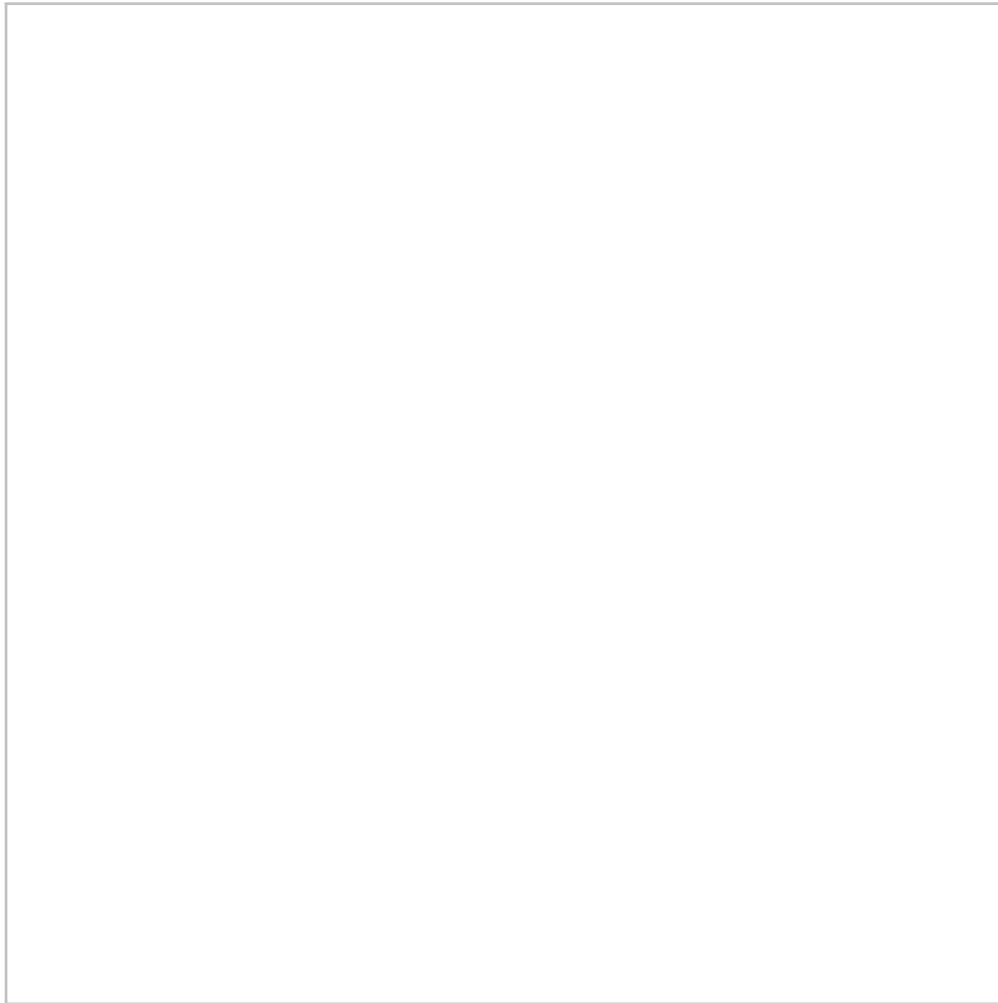
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1073] Notice of Requirement online submission - Samuel John Stewart
Date: Sunday, 10 December 2023 1:45:12 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Samuel John Stewart

Organisation name:

Full name of your agent:

Email address: stewart1000@gmail.com

Contact phone number:

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

Rapid transport corridors are essential to supporting the growth of the city and helping constrain house price growth

I or we seek the following recommendation or decision from Auckland Council:

I recommend adopting this plan as submitted

Submission date: 10 December 2023

Attend a hearing

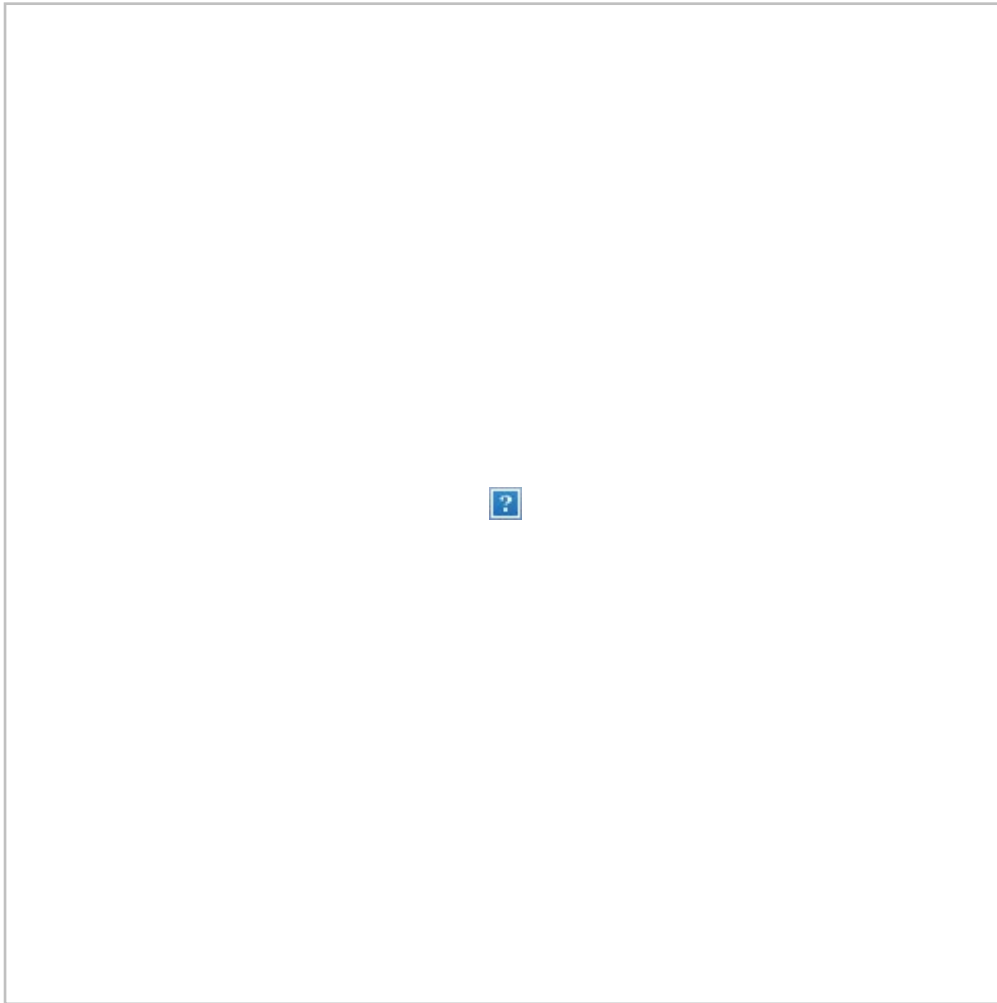
Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

10.1



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1075] Notice of Requirement online submission - Yani Cho
Date: Sunday, 10 December 2023 6:45:20 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Yani Cho

Organisation name:

Full name of your agent:

Email address: yani.cho@gmail.com

Contact phone number:

Postal address:
2/594 East Coast Road
Pinehill
North shore 0630

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 11.1 Dear Auckland City Council. I am writing as an Northshore resident to express my concerns about the proposed changes to bus routes and the construction of new bus stations outlined in the recent Notices of Requirement (NOR1 and NOR3). Firstly, I believe that creating a new bus route through Dairy Flat and Pine Valley, as suggested in NOR1, might result in longer travel times for buses and may not be the most efficient or economical solution. I recommend considering the option of expanding the highway directly to connect Silverdale and Albany for a faster and more direct route.
- 11.2 Additionally, I oppose the plan in NOR3 to replace the current Hibiscus Coast bus station with a new one in Pine Valley. The existing bus station serves the community well, and constructing a new station seems like a waste of resources. I suggest enhancing the current Hibiscus Coast bus station rather than building a new one. I am concerned about the short submission period of four weeks for citizens to provide feedback on these plans. Given the complexity of the proposed changes, extending this period would allow more community members to participate in the decision-making process. Furthermore, it seems that there is insufficient promotion and awareness about the proposed bus route changes. Increasing public awareness through various channels would ensure that more people are informed and able to contribute to the discussion. Lastly, the long-term designation of land for 30 years raises concerns about restricting landowner rights. Exploring alternative solutions that involve voluntary cooperation from landowners, better control of bus routes by the city, and land acquisition at the start of construction might be fairer and more just. Thank you for considering my concerns and taking them into account during the decision-making process.
- 11.3

I or we seek the following recommendation or decision from Auckland Council:

1. Extended Submission Period: Request an extension of the submission period to allow more community members to participate.
2. Public Awareness: Emphasize the need for increased promotion and awareness regarding the proposed changes to ensure widespread understanding among the citizens.
3. Alternative Solutions: Encourage the exploration of alternative solutions that

involve voluntary cooperation from landowners, better city control over bus routes, and land acquisition at the beginning of construction. 4. Efficient and Direct Routes: Advocate for bus routes that are efficient, direct, and economically sound, such as expanding the highway directly to connect Silverdale and Albany. 5. Preservation of Current Infrastructure: Express concern about the potential waste of resources in replacing the existing Hibiscus Coast bus station and suggest enhancing the current station instead.

Submission date: 10 December 2023

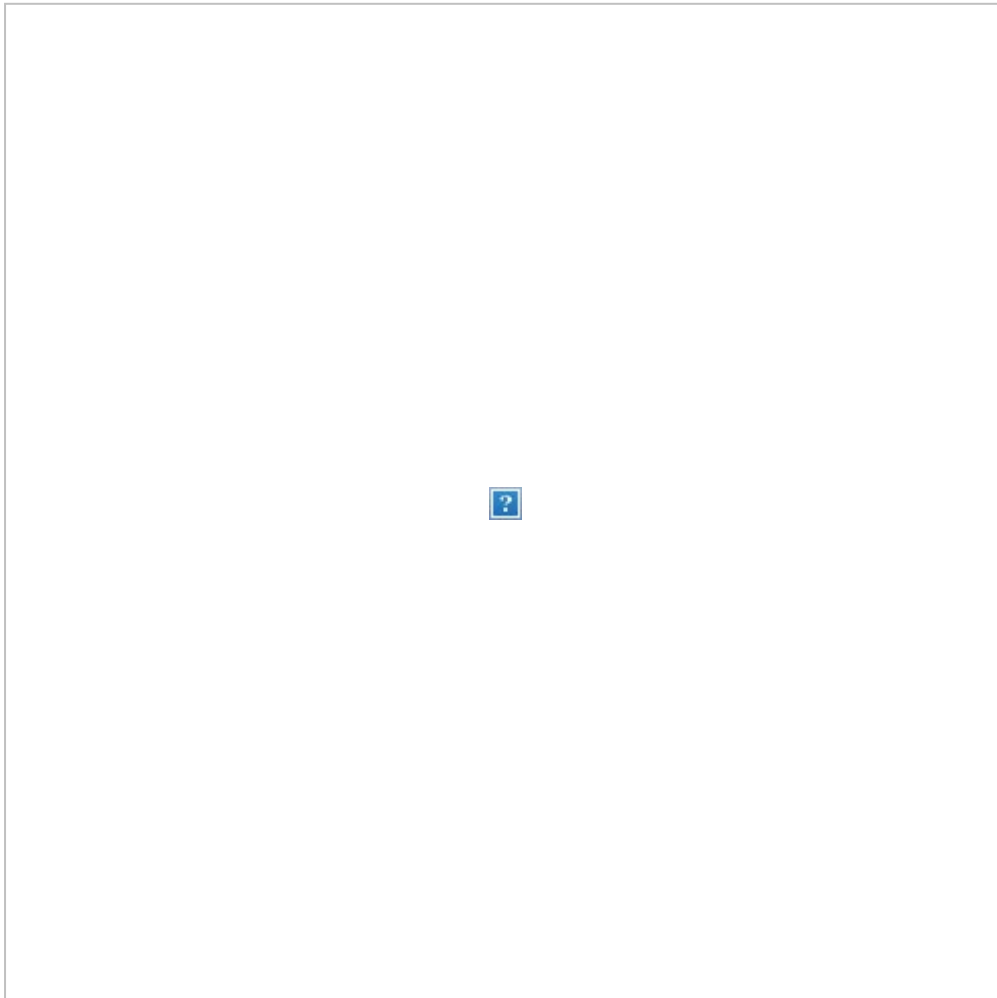
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1077] Notice of Requirement online submission - Youllee Choi
Date: Sunday, 10 December 2023 7:45:12 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Youllee Choi

Organisation name:

Full name of your agent:

Email address: tail8205@gmail.com

Contact phone number:

Postal address:

9 kanuka way

albany

Auckland 0632

0632

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 12.1 Hi, I heard about the NZTA plans, and it feels a bit confusing. I'm not an expert in city stuff, but here are a few things I'm thinking: 1. More Time to Decide Can we have more time to think about this? Four weeks seems short, and not everyone knows about it. 2. Easier Bus Routes I like buses, but the routes seem complicated. Can we make them simpler and faster? Maybe use the highway more? 3. Tell Everyone Better Not many people know about these plans. Could we tell more folks so everyone understands? 4. Save Money I don't get why we need a new bus station. What if we just make the old one better? Seems like it might save money. I hope this helps. I'm just trying to say what I think. Thanks!
- 12.2
- 12.3

I or we seek the following recommendation or decision from Auckland Council:

Can we have more time to consider the plans and simplify the bus routes for better understanding and outreach?

Submission date: 10 December 2023

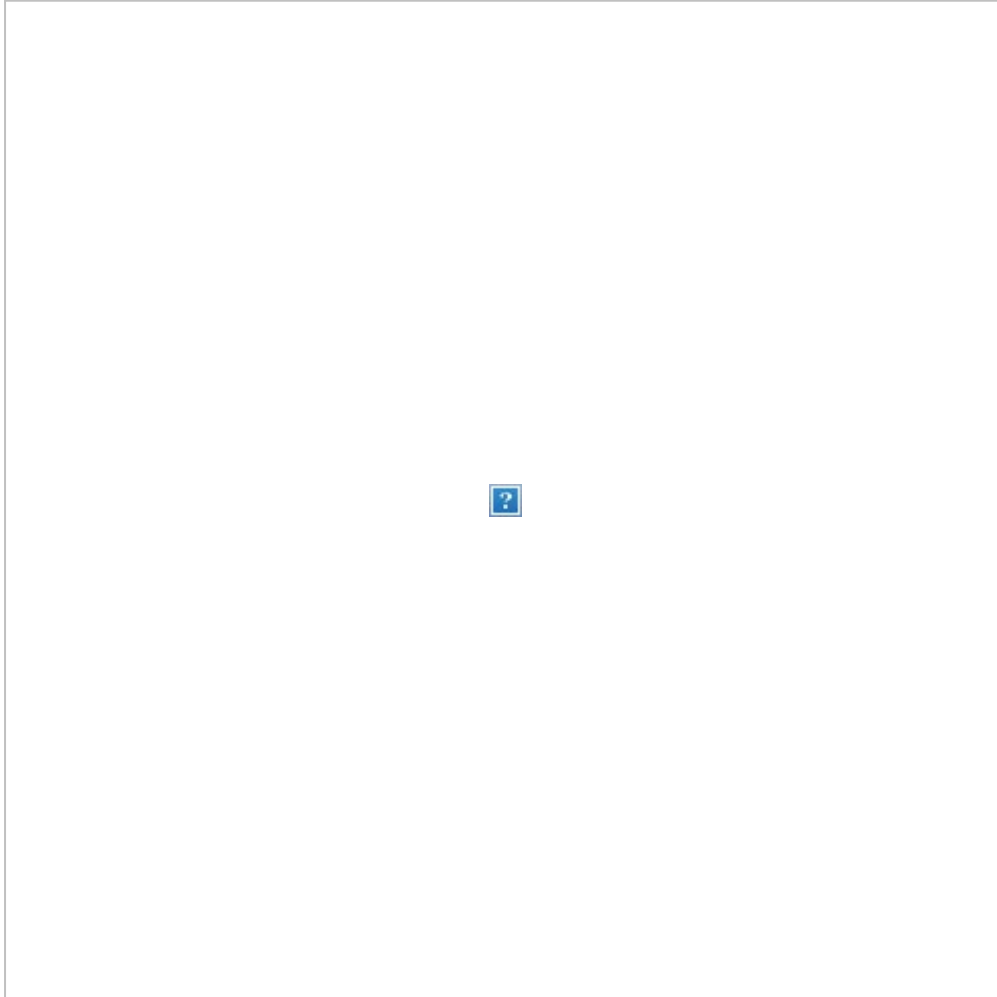
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1078] Notice of Requirement online submission - Hana Ryu
Date: Sunday, 10 December 2023 7:45:14 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Hana Ryu

Organisation name:

Full name of your agent:

Email address: onelove820@gamil.com

Contact phone number:

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Dear Auckland City Council, I hope you're doing well. I wanted to share some concerns about the recently proposed New Rapid Transit Corridor plan (NoR 1) from Waka Kotahi. A friend of mine, living in Dairy Flat, is seriously stressed about how this plan might impact their property. Taking a closer look, it's all about connecting Albany and Milldale via Dairy Flat, including a cycleway.

- 13.1 However, the suggested bus route doesn't seem like the most efficient way to link Silverdale and Albany. It's a bit puzzling and winding path from a traffic perspective. What's more, this plan spans a whopping 30 years. I'm questioning whether we really need such a lengthy commitment, considering the potential for budget overruns. Long-term efficiency is a real concern. On top of that, it feels like nobody knows about this plan. My neighbors and I were clueless until recently.
- 13.2 Communication on this needs a serious upgrade. Lastly, the inclusion of a separate cycleway
- 13.3 structure raises questions about its practicality and cost-effectiveness. Existing examples of dedicated cycle paths have shown limited usage, and I believe utilizing existing roads space for cycle lanes could be a more pragmatic solution. Best regards.

I or we seek the following recommendation or decision from Auckland Council:

City Council, could we please take a closer look at this plan to ensure it genuinely serves our community's needs? Your attention to this matter is much appreciated.

Submission date: 10 December 2023

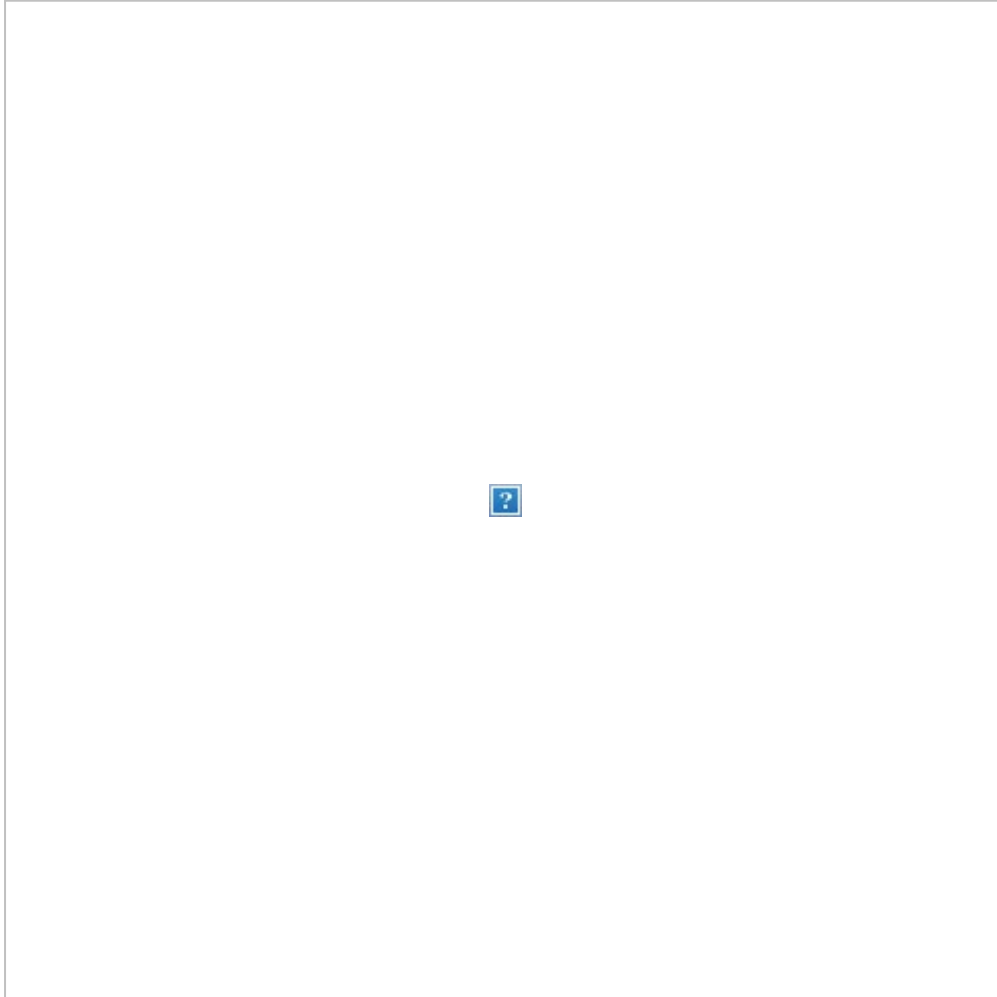
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1080] Notice of Requirement online submission - Hyeri Park
Date: Sunday, 10 December 2023 9:00:13 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Hyeri Park

Organisation name:

Full name of your agent:

Email address: hyeri0421@hotmail.com

Contact phone number:

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 1 1 Hi there. I strongly oppose the current plan for several reasons: 1. Inefficient Bus Route: The proposed bus route is far from optimal, taking longer routes instead of connecting Silverdale and Albany efficiently. We need a plan that shortens commute times. 2. Questionable Need for Bike Lanes: While bike lanes are important, creating expensive separate structures might not be the best solution. Utilizing existing roads and enhancing them for cycling could be a more practical and cost-effective approach. 3. Lack of Public Awareness: Many residents are unaware of the plan and its implications. It's crucial to improve communication and make sure everyone has access to essential information about the project.
- 1 2
- 1 3

I or we seek the following recommendation or decision from Auckland Council:

Let's create a transit plan that truly benefits our community – efficient, cost-effective, and considerate of everyone's needs!

Submission date: 10 December 2023

Attend a hearing

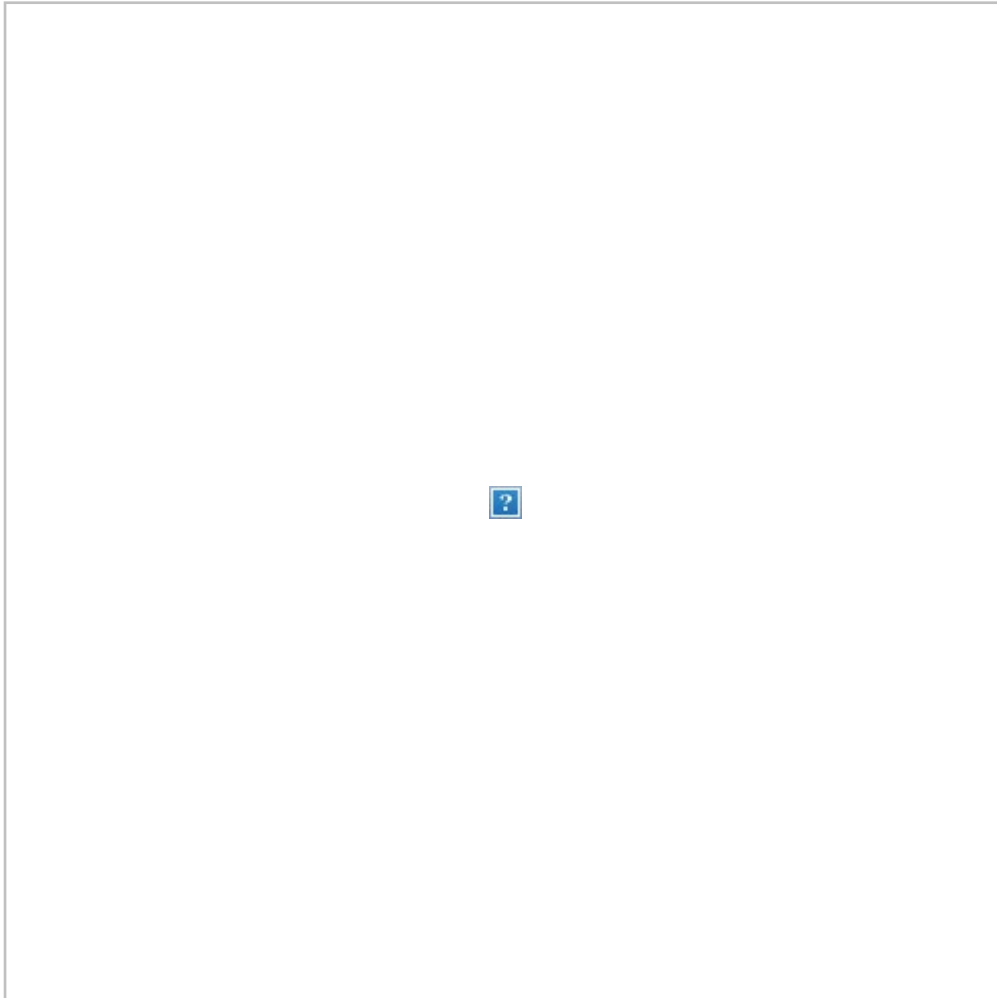
Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1082] Notice of Requirement online submission - Leah Christine McNee and Gerald Campbell McNee
Date: Sunday, 10 December 2023 9:45:12 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Leah Christine McNee and Gerald Campbell McNee

Organisation name:

Full name of your agent:

Email address: leah.mcnee@gmail.com

Contact phone number: 021822767

Postal address:
1595 Dairy Flat Highway
Dairy Flat
R D 4
ALBANY 0794

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

The proposed Notice of Requirement being lodged against our property at 1595 Dairy Flat Highway, with regards to future protection of land related to a future Rapid Transit Corridor which cuts completely through our property. The length of this NoR, which has a 30 year timeframe (the project currently being unfunded), is both unprecedented and unreasonable.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 1 1 A. The planning process has put the 'cart before the horse' by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor. B. As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. C. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some astonishing assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of skepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence. D. In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of 'least regret.' E. The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT and NZTA then press on with the NoR's regardless. F. The proposal for a NoR on our property title for 30 years is both unprecedented and unreasonable. G. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. H. Given the lack of clarity as to the need and
- 1 2
- 1 3

timing of the public works, we consider the imposition of the NoR's to be premature and unjust. We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I or we seek the following recommendation or decision from Auckland Council:
Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date.

Submission date: 10 December 2023

Attend a hearing

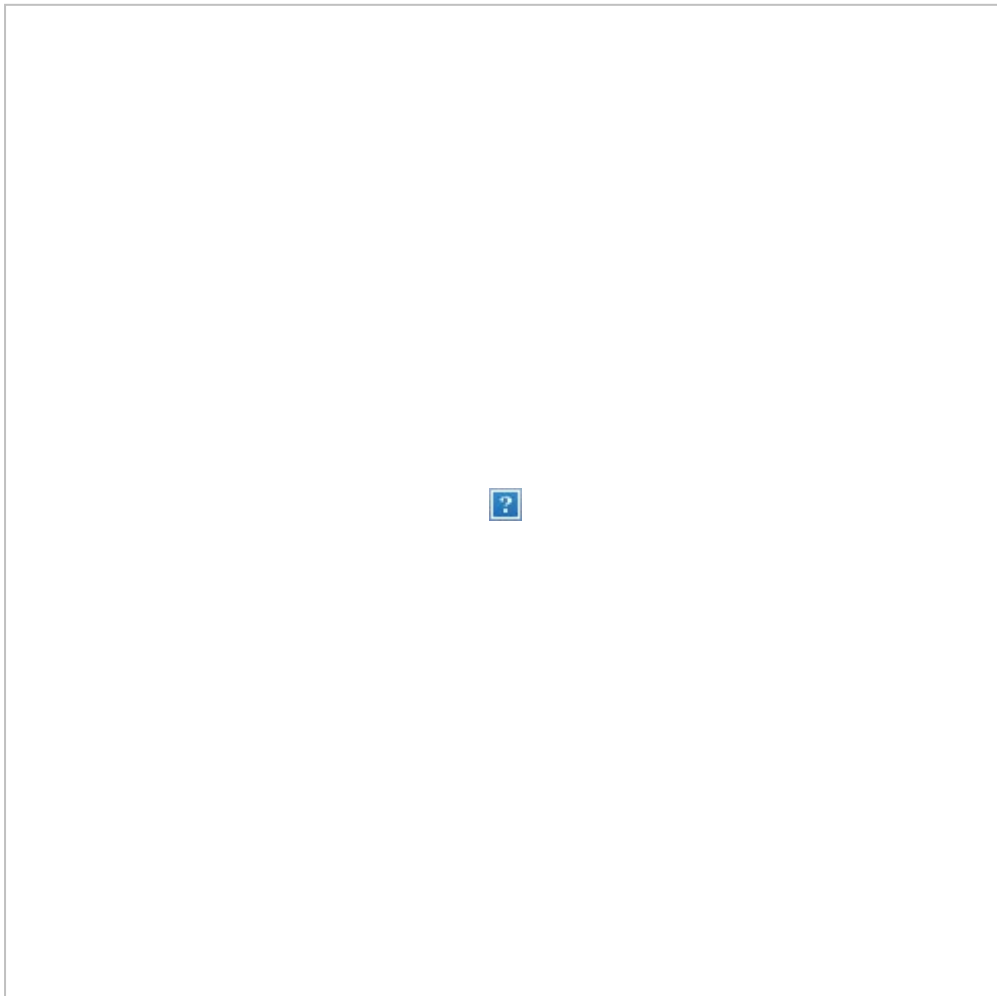
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1083] Notice of Requirement online submission - Young Hwa Song
Date: Monday, 11 December 2023 1:15:12 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Young Hwa Song

Organisation name:

Full name of your agent:

Email address: yhlee165@yahoo.com

Contact phone number: 64210595938

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
165 Pine Valley Road RD2 Silverdale Auckland 0992

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

- 1 1 Submission for NOR1 I strongly oppose this plan The bus route in NOR1 is significantly different from the previously proposed plan and in terms of bus transit times It appears to lack efficiency. I firmly believe that this route is not beneficial for bus transit times or regional development. I consider the alternative bus route presented by the supporting group to be more economical and practical.
- 1 2 Moreover the extensive designation of land on my property is a concern. It has a significant impact not only because it designates a large area on my land but also because it affects many landowners and businesses in the area, hindering land utilization. Considering that this is designation will last for 30 years, I believe it incurs substantial losses in terms of regional development and utilizing my land. I hope the process can be carried out through a more cooperative and voluntary approach rather than the forceful designation. If the plan is approaching within the next 5 years, I believe a more specific designation would be appreciated. I request more detailed evidence and related information regarding the installation of a significant sized rain garden on my land.

I or we seek the following recommendation or decision from Auckland Council:
I want to cancel this plan

Submission date: 11 December 2023

Attend a hearing

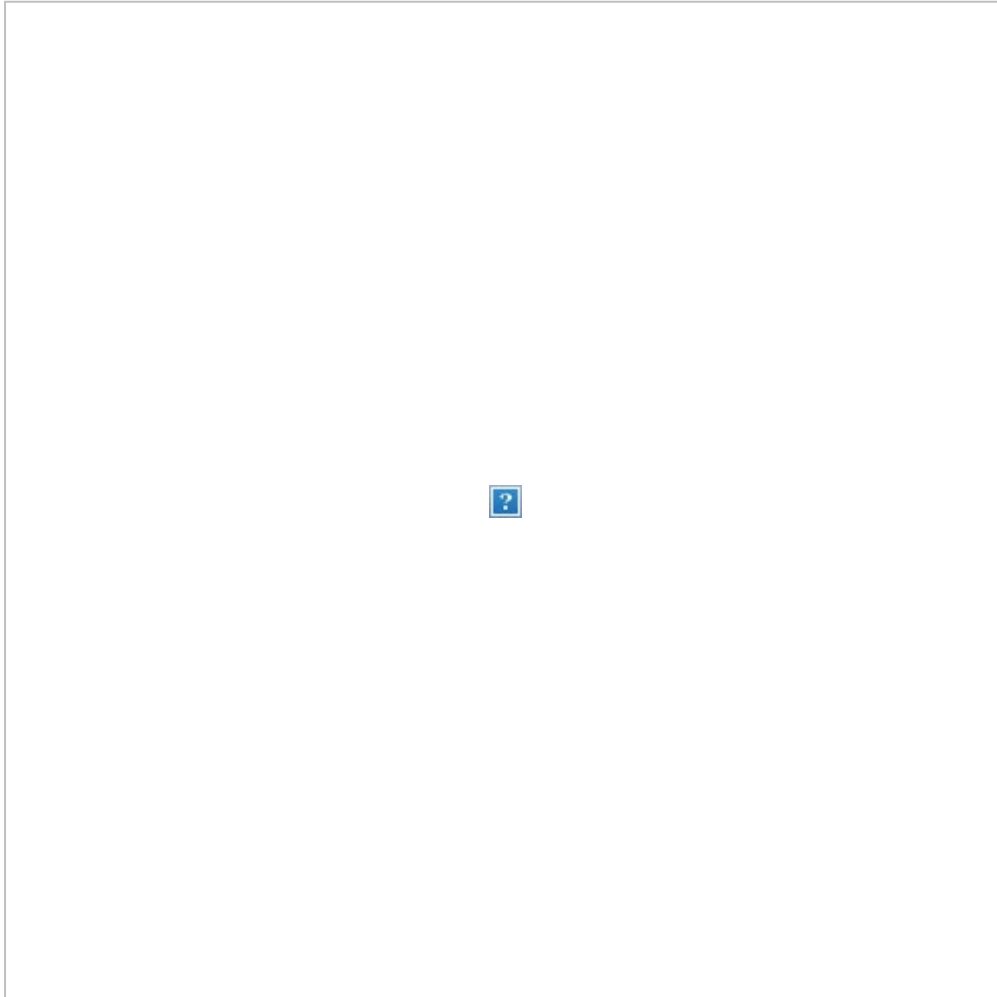
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

11¹²
23

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

John O'Hara
88 Grace Hill Drive
Dairy Flat RD2 Albany
Auckland 0792

10th December 2023

Submission on Notice of Requirement for designation of New Rapid Transit Corridor including a walking and cycle path (NoR 1).

I seek the following decision from the Council:

Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed. We anticipate it may be a decade or more before this planning process reaches a conclusion. I also wish to be heard at the hearing.

Synopsis

The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.

In short, and I will comment on each of the points below:

1. Financial modelling is incorrect, the original MT-01a route is better, faster and cheaper
2. There is no spatial plan which is required under the Spatial Planning Act
3. It is simply impractical to build high density housing on a flood plain
4. The RTC proposal is Premature and as proposed likely to be a White Elephant
5. In a best case scenario the DBC adds \$1 Billion in extra cost for 6% more passengers
6. Town centre Location is incorrect
7. Route Protection is not required
8. The DBC not in accordance with NZTA Cost estimation Manual
9. Risk is understated and returns overstated at P50 rather than P90 best practice
10. There is no account taken of MDRS intensification to the North
11. Insufficient funding for property acquisition
12. The original MT-01A is a much better, faster and cheaper alternative
13. There is huge legislative uncertainty

Financial modelling is incorrect and the original MT-01a route is better, faster and cheaper.

1□1

The original plan (MT-01a) to extend the Northern Busway along the motorway from Albany to Silverdale remains the best, fastest and cheapest option. The proposed RTC detour through Dairy Flat adds significant cost (over \$1 billion) , more travel time (10-15 minutes) and is only viable if the proposed “temporary” extension to the northern busway route that will be built and used for the next 30 years is discontinued and a comparison is made with what we have today, nothing.

Stating the extension along the motorway is temporary and will be repurposed as a truck lane has allowed the modelling to ignore the better, fastest and cheapest option by claiming only \$3m in benefits for around 30 years operation. If the true benefits of that 30 years operating are allowed on a like for like basis the economic benefit increases to between \$250-400m easily outperforming the proposed RTC through Dairy Flat which is only measured against the alternative of nothing at all. The absence of a like for like comparison is a fatal omission.

The proposed RTC through Dairy Flat claims \$474m PT Travel Time benefits. This should be reduced to account for the additional 15 mins travel time each way over the more direct route along the motorway. The MSM model does not recognise this. With this correction PT Travel Time benefits will be reduced by a factor of 30-50% on the proposed RTC through Dairy Flat substantially increasing the BCR for the original MT-01a which will be substantially higher than the proposed deviation through Dairy Flat.

There has been no full evaluation / comparison with the motorway aligned RTC at the DBC stage. This needs to be done, nothing to date has been published in detail on the motorway RTC cost / benefit, however it will be substantially cheaper, better value for money, less environmental impact. For example the proposed route through Dairy Flat requires more than 3.8 million cubic metres of earthworks compared to the motorway aligned RTC at only 10% of this amount.

There is no Spatial Plan which is required under the Spatial Planning Act

1□2 There is no spatial plan for the Dairy Flat area; the Rapid Transport Corridor is proposed to be locked in before anything else is decided!

There is a new government which has clearly signalled significant changes to enabling legislation such as the RMA; Council and ratepayers are under extreme financial pressure; No assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location; There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development; There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development; For all but 2% of affected properties there is only basic desktop modelling for AEE on Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance.

At its last meeting Council's Planning & Environment committee was seeking further information. A Spatial Plan will dictate the location and where medium/high density residential growth needs to occur, in order to support both the Metro Centre and RTC economics.

The Auckland Strategic Spatial View notes: **“the scale of uncertainty around how Auckland may grow in the future is a significant risk to our decision-making.** Unless we change how we make assumptions about future growth patterns, we may inadvertently focus effort in the wrong places and invest in the wrong things at the wrong time. “

The Auckland Strategic Spatial View also has relevant comments on the current Resource Management Act reforms; “The Government is progressing plans to repeal the Resource Management Act 1991 (RMA) and replace it with three new pieces of legislation (Natural and Built Environment Act, Strategic Planning Act and the Climate Adaptation Act). These reforms will have significant and wide-ranging changes for the way we plan and deliver future growth and development.

The Strategic Planning Act requires the development of a Regional Spatial Plan, which will include requirements for iwi and central government input. This will be a key process for Waka Kotahi and a means of incorporating the recommendations of this report. The Regional Spatial Plan will then inform the new planning regulations (replacement of the AUP) through the proposed Natural and Built Environment Act.

Regarding ensuring growth assumptions for key investments are fit for purpose the report commented; In the short-term use multiple growth scenarios for planning and investment decision-making work where possible. **This is particularly important for upcoming work on: Supporting growth programme,** Rapid transit network planning , Additional Waitemata Harbour Connections and Auckland light-rail.

The report continues “ In the longer term, once strategic growth work is completed, we need to move to a much more sophisticated approach for growth projections. Continuing to progress route protection work through the Supporting Growth programme so that we know what will be required when greenfield areas are eventually urbanised. **However, care needs to be taken to ensure this work does not unduly encourage greenfield growth. Dairy Flat, Warkworth and outer parts of the northwest (i.e. Kumeu/Huapai) are particular locations where delaying urbanisation would support better transport outcomes.** There may also be more or faster growth in some market attractive locations further afield, especially around the coast on the North Shore, Whangaparaoa and in the wider Howick area.

The report also makes some useful comments about which areas should be more intensively developed. An assessment for Auckland was undertaken by PWC for the Ministry of Housing and Urban Development. This assessment uses property valuation data to get a score representing the value gap between the current use of the property and the potential use of the property. This serves as an estimate of how attractive the property is to developers.

The assessment shows the highest quality capacity is highly concentrated in the inner isthmus and along the coast, with more moderate quality capacity in urban suburbs (such as Avondale/New Lynn, Te Atatu, Glenfield, Otahuhu/Papatoetoe, Howick).

The quality capacity metric is a relevant tool to inform thinking about where growth may be more likely to happen and suggests market-led growth is more likely to occur in some locations than others. **As can be seen on the map below the Dairy Flat area is deemed entirely low quality capacity.**

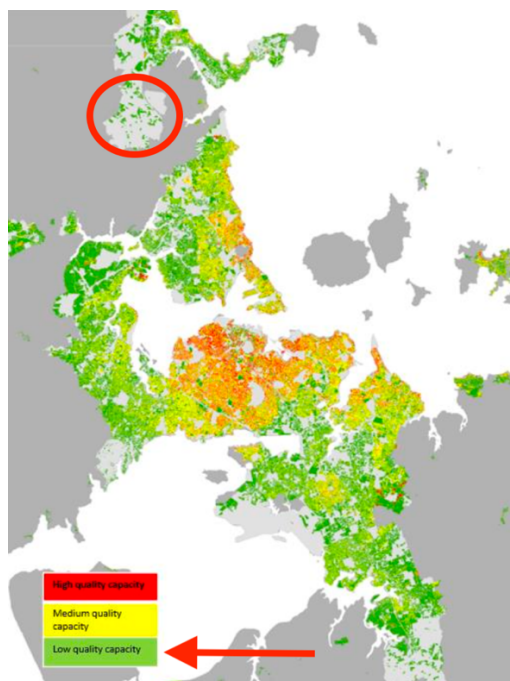


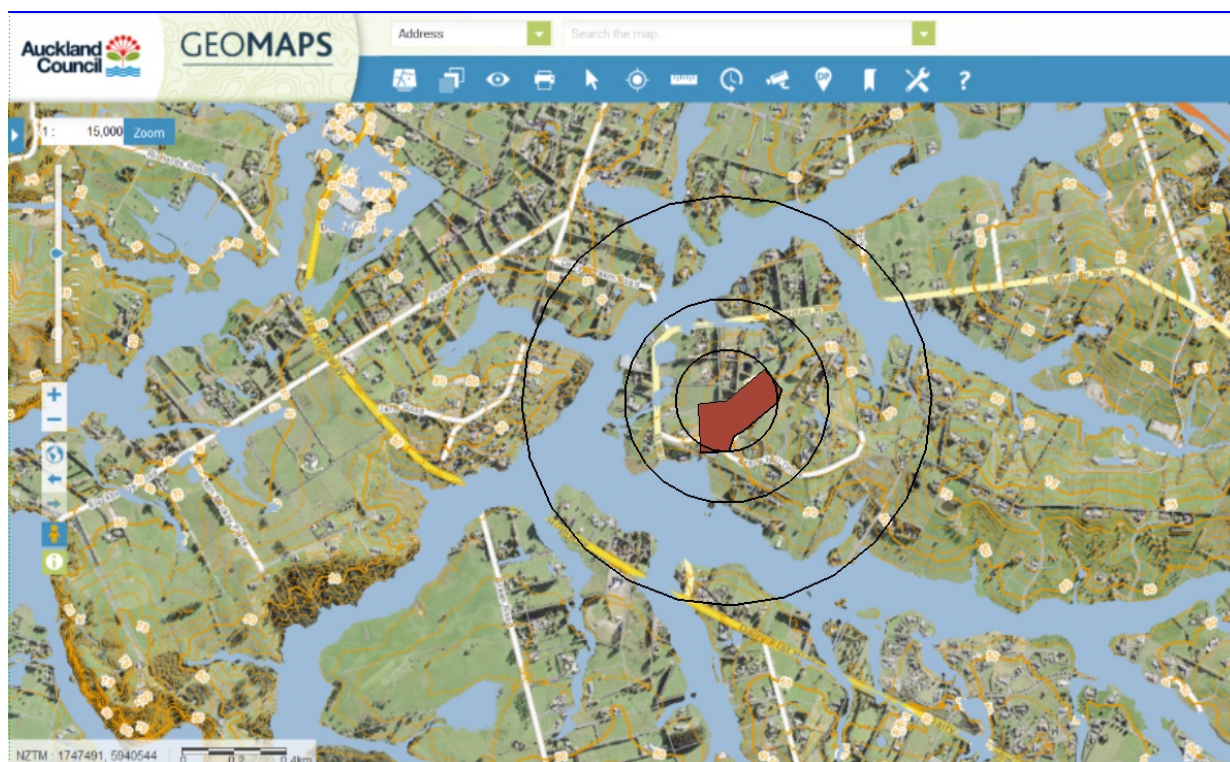
Figure 23 Map of 'quality capacity' for development in Auckland. Source: Ministry of Housing and Urban Development/PWC

It Is simply Impractical to build high density housing on a flood plain

By moving the proposed town centre to the high ground around Grace Hill Estate the economic burden of building on a flood plain has been removed and shifted to developers. The proposed roads and RTC through Dairy Flat corridor have all been raised above existing levels to mitigate local road flooding which means all the surrounding areas if they are to be developed will have to be raised to the same or higher level. This approach is not consistent with the Spatial Plan Act requirements nor AT's own rules.

Developers of this land will be required to provide at grade access to new lots and the floor levels for dwellings then have building code minimum requirements meaning floor levels above the overland flow path heights, probably 200mm or more. In addition developers will be unlikely to be able to secure finance or insurance given these areas are designated flood plains. There is also the issue of wetland management and riparian strips around intermittent streams. This will make any development in the area completely uneconomic.

The map below shows a mall the size of Albany overlaid on the area proposed by supporting growth and with the flood zones based on the updated council (Healthy Waters) map. The circles are the 200m, 400m and 800m zones. Based on this data the centre will be cut off completely and development in this surrounding area (retail, commercial, HD housing etc) will be impossible to insure or finance.



The RTC proposal is Premature and as proposed likely to be a White Elephant

As the urban planning for the surrounding area has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC and a real risk that the current corridor will end up as a “white elephant” or stranded asset. In the face of this uncertainty, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as an option of “least regret”.

A 2012 (most recent data available) review of the Northern Busway showed a benefit to cost ratio of 1.8 to 5.2. A similar return is likely if the busway is continued along the motorway to Milldale which is much higher than the proposed RTC deviation through Dairy Flat.

The hugely increased earthworks and capital cost of deviating across flood plains to Dairy Flat are simply not warranted for the marginal (around 6%) increase in passengers and at the cost of an increased travel time for the overwhelming majority of passengers originating North of Dairy Flat.

Supporting Growth modelling projects fare box revenue of 50% which is almost double the 26% of operating costs achieved by the existing Northern busway after a proposed 6.2% fare increase in February 2024. This likely shortfall will also have to be funded by ratepayers.

The indicative business case (IBC) was undertaken on a 40 year lifecycle timeframe, assuming a 6% return. The DBC has changed this to a 60 year timeframe and a 4% return. The indicative business case, table 17 included public transport costs – fare revenue. This through-life cost consideration is mandated by Treasury, and appears not to have been followed in the DBC.

There is a strong presumption that the DBC has changed the basis of through-life discounted costs to exclude the net ongoing cost of fare box deficits to operating costs. The IBC at Table 17 included public transport operating costs – fare revenue (redacted) however in the DBC it seems to have been treated on the basis of a neutral transfer.

The only reason to even consider this would be if the fare box rate currently at 25% (with a further 24% subsidised by rate payers, remainder 51% by taxpayers) rises to near 50%, with the remainder 50% being contributed by NZ taxpayer. This is highly unlikely, even in the medium to longer term, the 50/50 deficit cost share was put in place around 2010, and currently across New Zealand the average fare box recovery is around 25%, so its proving to be a very high hurdle, and therefore the presumption is that these deficit losses on PT should be carried into a full through-life cost evaluation of the new RTC.

The DBC for the northern busway extension RTC allows Travel Time Benefits of only \$3million. This is fundamentally incorrect, for 30 years we will have a temporary bus shoulder (both ways) to Milldale. The traffic models in 2048 indicate continuing heavy usage, at up to or near 8,000 passengers in the am peak period (7-9am).

Supporting Growth also claim that as the northern busway extension RTC is only temporary it has minimal value. This argument is substantially undercut when you consider that the temporary bus shoulders are to be operational for around 30 years and then repurposed for freight / truck traffic and are designed for speeds of 110kph. This completely changes the SH1 total PV net benefits value, in favour of SH1 route MT-1a.

Supporting Growth claim that the new RTC through Dairy Flat would only increase passenger loads by 6% (versus motorway RTC), now 8% increased passenger loads in DBC claiming PT Travel Time Benefits \$474 million for new RTC. In fact Supporting Growth's own disbenefit Times for Travel on the new RTC at IBC stage added a further 5-10 minutes and no allowance had been made for the increased number of people working from home.

Supporting Growth claim their public facing traffic models had allowed for a 15% drop off in travel time, over time (unspecified), not in the DBC, but Supporting Growth claim it was embedded in the traffic model, however not specifically disclosed. The traffic models do not take account of any travel time disbenefit, versus a motorway aligned RTC. This extra time (disbenefit) will be considerably more than 10 minutes, probably more like an additional 15 minutes travel time. There will be substantial passenger resistance to longer travel times and distance, other than in a straight line for at least 60-70% of the total passenger numbers residing in the northern part of the region.

The DBC has not compared or evaluated the motorway aligned RTC option on a like for like basis as is required. The only evaluation / comparison was undertaken at the IBC stage, and it was very rudimentary. The new RTC (Dairy Flat) was deemed to be preferred over the motorway aligned RTC, due to additional passenger traffic (6% more at IBC, 8% more at DBC), and land integration (inland central metropolitan town now anchored on Grace Hill) and the new industrial area.

The earthmoving, construction and operating costs are all substantially higher under the proposed Dairy Flat RTC option. **The overstatement of PT benefits on fundamentals is substantial, in the many hundreds of millions.**

In a best case scenario the proposed RTC adds \$1 Billion in extra cost for 6% more passengers

The new RTC (Dairy Flat aligned) is only going to cater for a very small number of incremental passenger traffic loadings, 6-8% passenger number overall increases (6% IBC, 8% DBC), all for a substantial further investment and risk across Greenfields RTC of more than \$1 billion. There is compelling evidence from the Ministry of Transport studies on the Northern Busway, that returns are being assessed at up to 5 times for each \$, the Northern Busway is proven low risk (cost overruns are minimal), and replicable to Milldale.

Risk Assessment for complex RTC (new) needs more consideration and detail. Currently investment cost is assessed at P50 level (being the median expected price to completion), in the IBC a risk assessment was provided at the P95 level (high confidence level) of completion at this cost. Currently the City Rail Link is at P50, expected completion late 2025, already experiencing cost overruns of many billions. The Greenfields RTC is / appears a risk profile well above P50 cost expected should be considered. This will add significantly to the RTC cost as currently proposed, and on fundamentals push it well over \$2 billion.

A direct comparison off all capital costs and running costs over 30 years would see routing along the Northern Motorway the hands down winner and would also substantially reduce the current congestion into Silverdale for the next 15 years at no additional cost and avoid additional unsustainable rating increases across the whole of Auckland to fund the proposed RTC. The unwillingness to disclose a fully costed comparison and to substantiate the heroic assumptions speaks volumes to the credibility of the proposal to route the RTC through the Dairy Flat floodplains.

Supporting Growth at the time also noted that there was a “recognised risk around certain urban design severance issues” and claimed they would be mitigated through a more detailed design and assessment process at the DBC stage. It also notes the proposed RTC route through Dairy Flat is not the lowest cost option. In fact the route is more expensive, 15 mins longer, requires ten times more excavation and with the proposed town centre hastily relocated to the high ground around Grace Hill leaves the adjacent area as noted previously for intensive development for the most part on the floodplain making financing, insurance and in fact development impossible.

The Town centre Location is incorrect

There has been a sudden change to what has previously been circulated in the IBC, relocating the town centre from the low lying flood plain to the high ground encompassing Grace Hill.

The surrounding 800m is for the most part a floodplain that will make the financing, insurance and construction of the proposed intensive townhouses and apartments needed to support and justify the town centre extremely problematic. These surrounding flood plains have recently experienced two 1:200 year events and simply cannot support the density envisaged.

Putting the town centre on the high land moves the housing onto the flood plain and avoids the real construction costs that would otherwise have to have been allowed for and transfers the problem and cost to developers. Elevating the roads simply exacerbates the problem.



Route Protection is not required

The proposed RTC through Dairy Flat is being rushed through on the basis of route protection being required. Supporting Growth told Council the cost of not proceeding immediately would increase in property acquisition costs of \$700m. This is simply not true.

Auckland council advise that the notice of requisition against properties is being issued **“to protect specific areas of land from being used in a way that would prevent the undertaking of public works”**. This is also not true.

Most properties affected and that are to have NoR’s placed on them are already fully developed. The current Future Urban precludes any intensification and the area Dairy Flat South most recently has had only 8 building permits issued (2021 council data).

The proposed RTC through Dairy Flat is unfunded and not able to proceed before 2050 at the earliest if not much later or at all. During this time an open market sale will not be possible. Some residents want to add pools or minor outbuildings and this also will not be possible. In the case of the nearby Goodland’s estate only 7 sites are required but due to shared ownership requisitions will be placed on all 82 properties. Issuing NoR’s over 82 properties is overreach and an unfair and unwarranted expropriation of property owners rights under the Bill of Rights.

In addition almost all properties subdivided since the 1980's are subject to extensive covenants. In the case of Grace Hill Estate each property is subject to 111 pages of covenants. Even smaller subdivisions of 2-5 properties are likely to be tightly controlled by covenants. In the case of properties acquired for the RTC there is no doubt that the Public Works Act will overrule those covenants. However that does not address the balance and in many cases negotiation will be required with adjacent properties under covenant.

Getting a single land owner to sell 100Ha of farmland is a very different situation than trying to persuade 50 angry property owners to get 100 Ha! This will be extremely problematic because a covenant holder not under NoR will have complete control over any aspect that extends beyond the NoR affected property. They can either frustrate activities altogether or force a situation where the only way forward will be for Supporting Growth to acquire the other homes under covenant on the open market. The cost implications of this will be disastrous.

The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given most of the properties affected are fully developed there is no credible risk to protect against. Given also the lack of clarity as to the need and timing of the public works, the imposition of the NoR's is clearly premature and unjust.

To the south of Dairy Stream, there are many constraints that will impede future urbanisation, including floodplains, steep topography, fragmented land ownership, existing high-value dwellings and land title covenants that prevent further subdivision.

Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council's current vision for the area. Taking account of both the above factors, Auckland Council's vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.

DBC not in accordance with NZTA Cost estimation Manual

The Detailed Business Case is required to include the development of a DBE Estimate for the preferred option. There are no DBE estimates contained in the DBC. There have been substantial changes over the IBC, in particular the location of the town centre and high density housing. The IBC was also an amendment to the original case prepared for MT-01a.

The NZTA manual also states that during the period from Point of Entry to the selection of a preferred option, it is important that the project's Base Estimate, Contingency and Funding Risk Contingency are reported for all potential solutions. The manual also notes clearly that projects cannot rely on disposal income to offset project costs.

Risk is understated and returns overstated at P50 rather than P90 best practice

1 □ □ This is a high-risk, low-return proposal. Supporting Growth note land use growth might slow down in the North area for unknown reasons in the long term and hence the project start date might need to be delayed to meet the changed transport needs and also notes that P50 cost estimates have been used rather than the P90 that is considered best practice overseas.

The P50 cost value is an estimate of the project cost based on a 50% probability that the cost will not be exceeded. The P90 estimate, has a 90% chance that the cost will not be exceeded. Adopting a P90 approach would render a lower benefit-cost ratio (BCR) for projects since the costs (inclusive of risk) will be higher.

This would not affect the ranking of projects if all are estimated using P90 values. The P50 approach chosen means there is a much higher risk that the project costs will overrun and this riskier approach overstates the BCR.

The NZTA manual states it is important that the potential range of costs for a project is reported accurately from the conception of the project. The project IBC had cost benefit range of 1.1-1.6, which is now, without supporting information claimed to be 2.0. The IBC estimated 6% more PT passengers, now 8pc.

The lifetime cycle costs in the original IBC included all costs at NPV including breakdown to Public Transport Operating Costs-Fare Revenue. This was calculated over a 40 year time frame, that's 40 years of operating losses, discounted back to NPV to equate to Treasury required Whole of through life costs on the projects. The changed assumptions that have increased the BCR of the proposed RTC are also not disclosed.

There is no account of MDRS intensification to the North

There are many better options for Council to intensify to the North around Milldale-North and South. Fulton Hogan is currently seeking a plan change to allow around 4,500 homes to be built on 240h, aligned to current Milldale environs. If MDRS standards are applied that's potentially a further 10,000 odd homes small lots (minimum lot size) and multi storey.

In comparison Dairy Flat is an unsuitable floodplain with no infrastructure, expansive soils over a solid limestone base and renowned as being difficult and expensive to build even low density housing.

Further MDRS intensification to the north (Milldale and Millwater) would clearly negate the need to undertake more costly greenfield development in Dairy Flat South.

In fact to provide for Auckland's future needs MDRS intensification of the city would generate up to a four-fold increase in total housing stock availability and would improve the unit economics of the city rail link and related and adjacent infrastructure along with having a much smaller carbon footprint.

Insufficient funding for property acquisition

The DBC notes as no funding is currently available for the North area this leaves at best leaves a \$106M shortfall and at worst it is a \$159M shortfall for early acquisition of properties through 2031. Recent experience of properties now unable to be sold due to the prospect of NoR's being issued would indicate this is likely to be far more.

Property acquisition costs in the IBC were \$75m now \$352m but this is insufficient (at current CV's let alone market value which is on average 27% above CV) to cover the houses that will have NoR's in just the Grace Hill & Goodland Estates.

The original MT-01A is a much better, faster and cheaper alternative

The counterfactual is the original option MT-01a which is a well configured separate Bus RTC to Milldale at less than 50pc of the cost of the proposed RTC through dairy Flat , a lot quicker by min 10-15mins for the overwhelming majority of bus users over the next 30 years.

With a bit of innovation, shared RT local feeder roads of a few k from/to Industrial area, and future town centre if required local 6pc passengers can be catered for. New technology- Like the Dopplmeyer mass transit lifts(at \$40-50m per kilometre) recently reported in the NZ Herald would provide a ready-made local feed transit solution for a fraction of the cost. This technology is now proven world-wide in major cities as an adjunct to mass transit backbone providing speeds up to 30km an hour and carrying up to 3000 passengers per hour and would provide a superior user experience.

There has been no evidence submitted that adequate consideration has been given to alternative sites and routes nor have environmental issues been adequately considered. In particular it seems highly likely that Assessments of Alternatives (AoA) was assessed before the revised FDS and has not been updated in particular to reflect the environmental impact of the proposed route and also the heavy cost on the community.

There are no Environmental Impact Reports or compliance reports for the National Policy Statements, i.e Fresh Water, Biodiversity, Urban Design etc. There is no market analysis for Business Growth across all sectors, not just Industrial which is both required and that Supporting Growth committed to doing during the UP process.

There is huge legislative uncertainty

The incoming National party has committed to repeal the RMA before Christmas 2023. The coalition agreements between National and Act and National and NZ First confirm a number of acts, or parts of acts will be repealed including; The Natural and Built Environment Act 2023, The Spatial Planning Act 2023 The second of the RMA replacement bills, Three waters legislation including The Water Services Economic Efficiency and Consumer Protection Act, The Water Services Legislation Act and the Water Services Entities Amendment Act, National Policy

Statement for Freshwater Management 2020, National Environmental Standards for Freshwater, Auckland regional fuel tax, Auckland light rail and Clean car tax / 'Ute tax'.

The only thing certain is that there is now a huge amount of uncertainty. Planning a Rapid transit corridor ahead of a spatial plan is a non-sense, the cart is before the horse, there is no need to act in haste ahead of the spatial plan and there is nothing that needs protecting against!

Yours sincerely

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

John O'Hara

Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is David Lyndon and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 327 Postman Road, Dairy Flat, Auckland

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

1□1 As a long term resident of the area, we are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

1□2 Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.

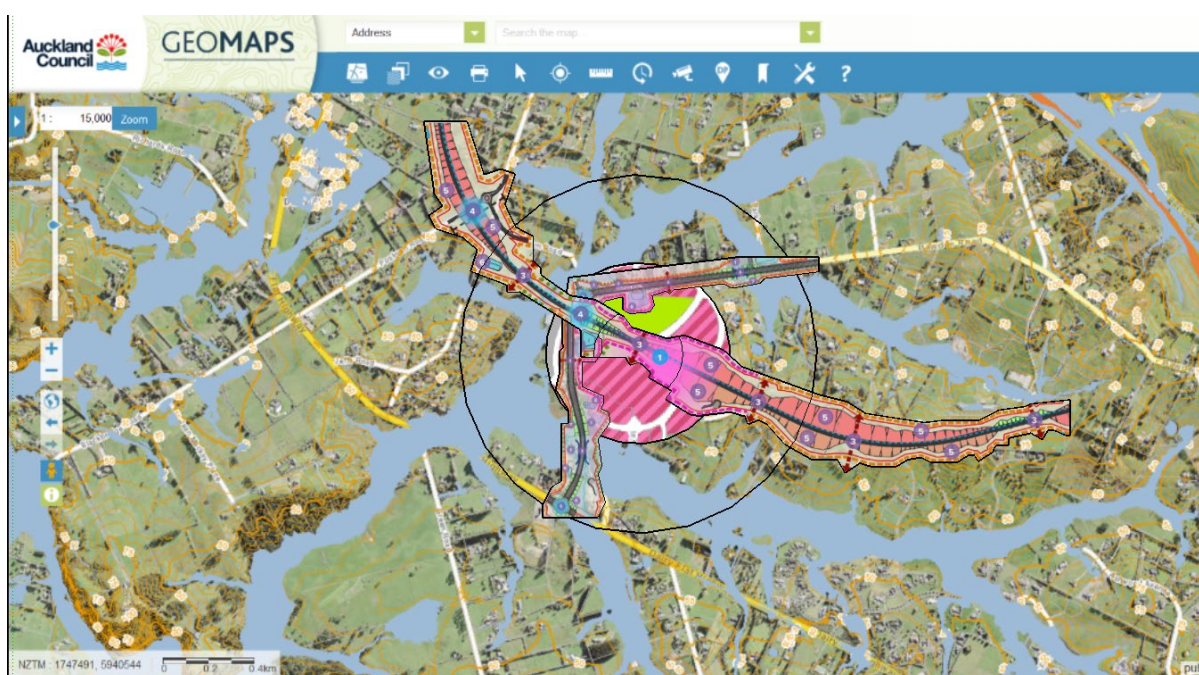


Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

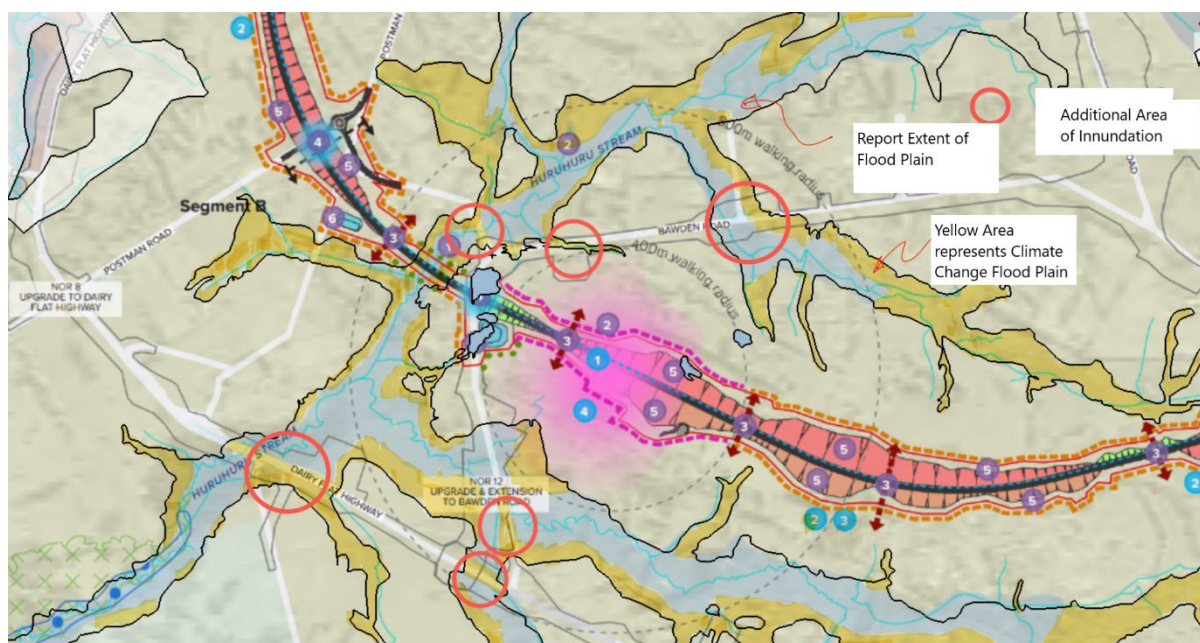


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other

options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

- 13** The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
- 14** The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

- 15** No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16** In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME’s study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU’s then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. Immediate withdrawal of existing NoR #1**
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.**
- D. **Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.**
- E. **Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.**

“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. **Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**
- G. **The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.**
- H. **A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.**
- I. **The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.**

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APPENDICE 1

Appendix 1 AT/WK Corridor Alignment from AEE Reports.

NOR 1 - NEW RTC (ALBANY TO MILLDALE)

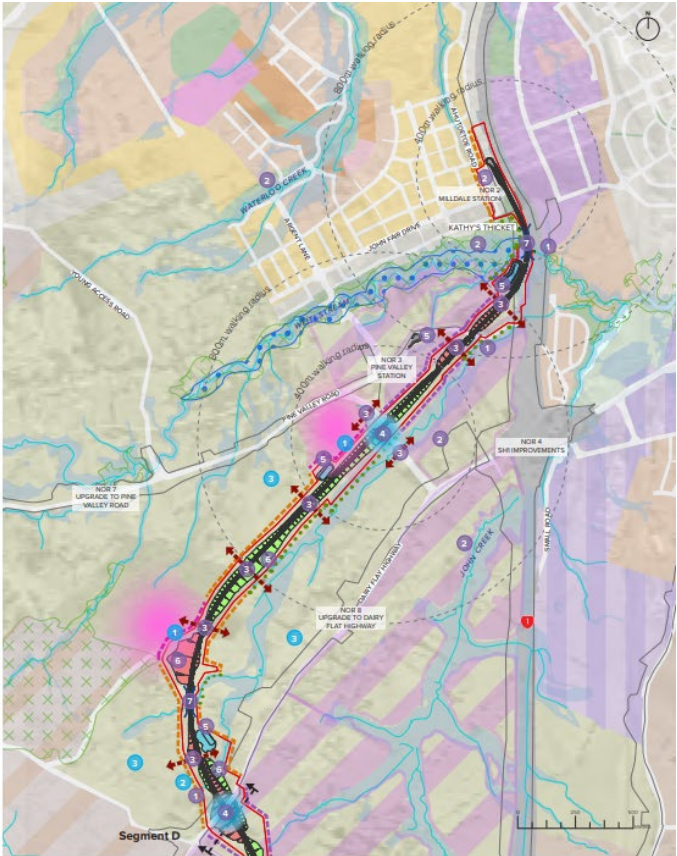
OUTCOMES AND OPPORTUNITIES PLAN - SHEET 1 OF 5

- Outcomes**
- Opportunities**
- 1 Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the W&B Stream and its tributaries.
- 2 Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including future land use and centres, existing development in Milldale, Kathy's Thicket, Milldale Station, Pine Valley Station and adjacent watercourses.
- 3 Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to destinations such as future schools, open spaces and community facilities and stations.
- 4 Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 5 Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 6 Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks buffers or where earthworks negatively impacts the efficiency of adjacent landuses. Where mass planting is proposed on batters, use native ecologically appropriate species.
- 7 CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
- 8 Connect to and interface with likely future local centre** - Auckland Council's Draft Spatial Strategy identifies the possibility of two local centres within the Pine Valley area. The RTC should connect to and service these centres, directing rapid transportation into these centres by including a station that integrates positively with adjoining land use, and promotes density and more intensive land use in close proximity to rapid transit stops.
- 9 Enhance active mode connection to future centres** - With the potential for two local centres to be established in Pine Valley, there is the opportunity to extend the active mode facilities from the intersection with Dairy Flat Highway, providing direct access to and between the centres for active mode users.
- 10 Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross corridor connections.
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.

- OUTCOMES**
- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
 - Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
 - Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
 - Establish landscape outcomes that provides an appropriate interface to the blue and green network.
 - Provide cross corridor active mode connection that connects to the future local transport network.
 - Consideration of visual integration, interface and sense of place for the bridge structure.
 - Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

Designation Boundary	Silverdale West Industrial Structure - Light Industry
Other NCR Boundaries	Silverdale West Industrial Structure - Heavy Industry
Future Urban Zone - FUZ	Rural - Countryside Living
Residential - Terrace Housing and Apartment Buildings	Rural - Mixed Rural
Residential - Single House	Significant Ecological Area (SEA) - Terrestrial
Residential - Mixed Housing Suburban	Natural Stream Management Areas
Business - Light Industry	Blue Network
Business - General Business	Open Watercourse
Business - Neighbourhood Centre	Proposed Cut
Business - Local Centre	Proposed Fill
Open Space - Sport and Active Recreation	Potential Future Local Centre



NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 5

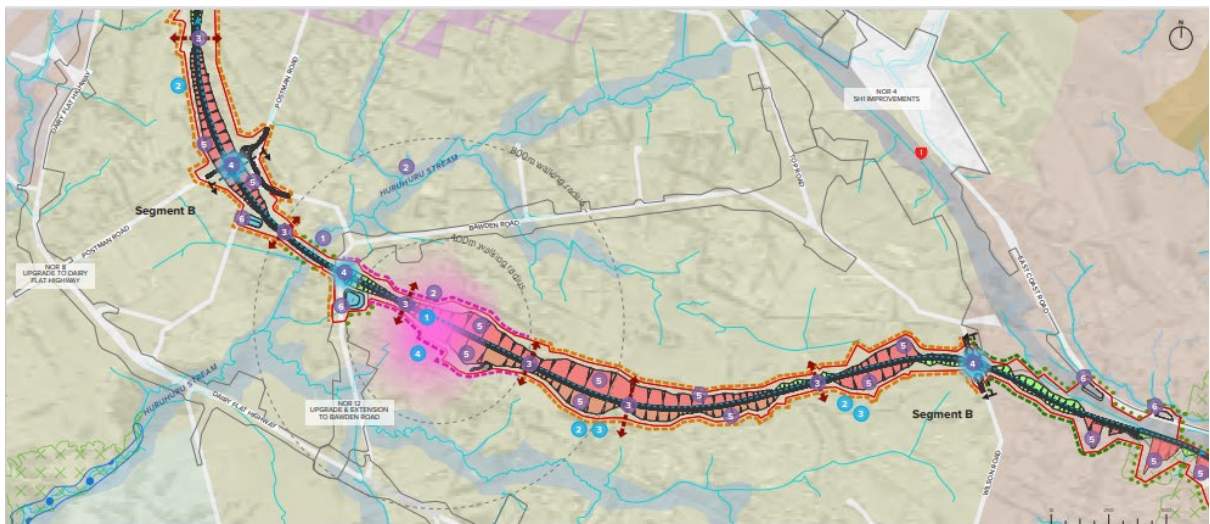
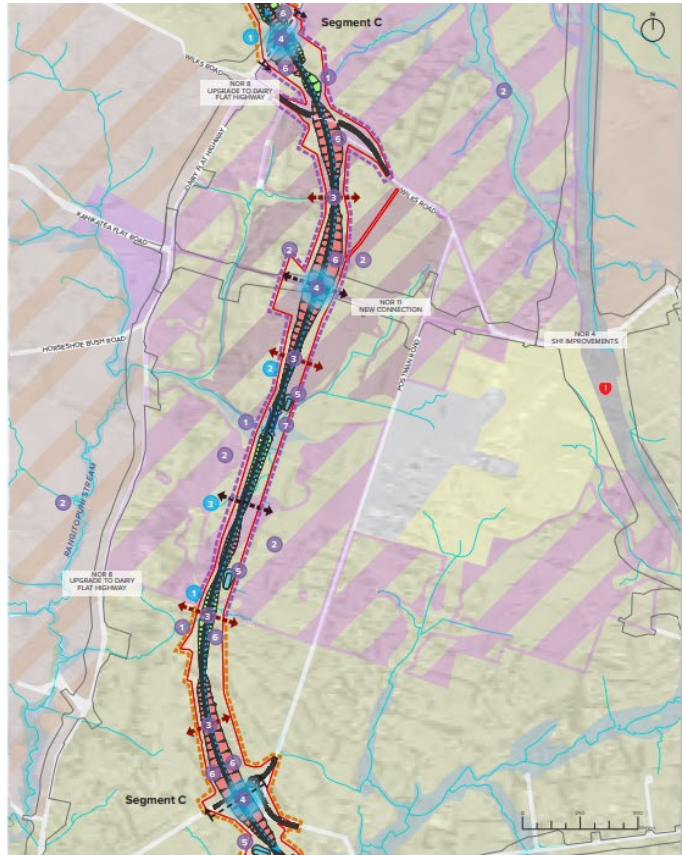
- 1 **Outcomes** 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the tributary to the Rangitapu Stream.
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent tributary to the Rangitapu Stream and defining the interface with future industrial land use.
- 5 **Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to areas of employment and to community facilities such as schools.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 8 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landscapes. Where mass planting is proposed on batters, use native ecologically appropriate species.
- 9 **CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
- 10 **Define the transition to the Silverdale West Industrial Area** - The RTC corridor design has the opportunity to assist with way-finding and defining the transition to and from industrial land use at the edge of the Structure Plan area.
- 11 **Provide for RTC access to the Silverdale Employment Area** - There are no stations anticipated in this segment of the RTC, however the gradients through this area, provide the possibility of establishing a station that provides access to the employment area in the future if it was considered to be desirable in future.
- 12 **Future connection across the RTC Corridor** - There are opportunities to provide connections across the RTC corridor for the local transport network as shown in the Silverdale West Dairy Flat Industrial Area Structure Plan.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Anticipated future road cross over as per the Silverdale West Industrial Structure Plan.
- Consideration of visual integration, interface and sense of place for the bridge structure.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- Designation Boundary
- Other NOR Boundaries
- Future Urban Zone - FUZ
- Business - Light Industry
- Business - Heavy Industry
- Rural - Countryside Living
- Rural - Mixed Rural
- Silverdale West Industrial Structure - Light Industry
- Silverdale West Industrial Structure - Heavy Industry
- Blue Network
- Open Watercourse
- Proposed Cut
- Proposed Fill
- Bi-Directional cycling facilities



NOR 1 - NEW RTC (ALBANY TO MILLDALE)
OUTCOMES AND OPPORTUNITIES PLAN - SHEET 3 OF 5

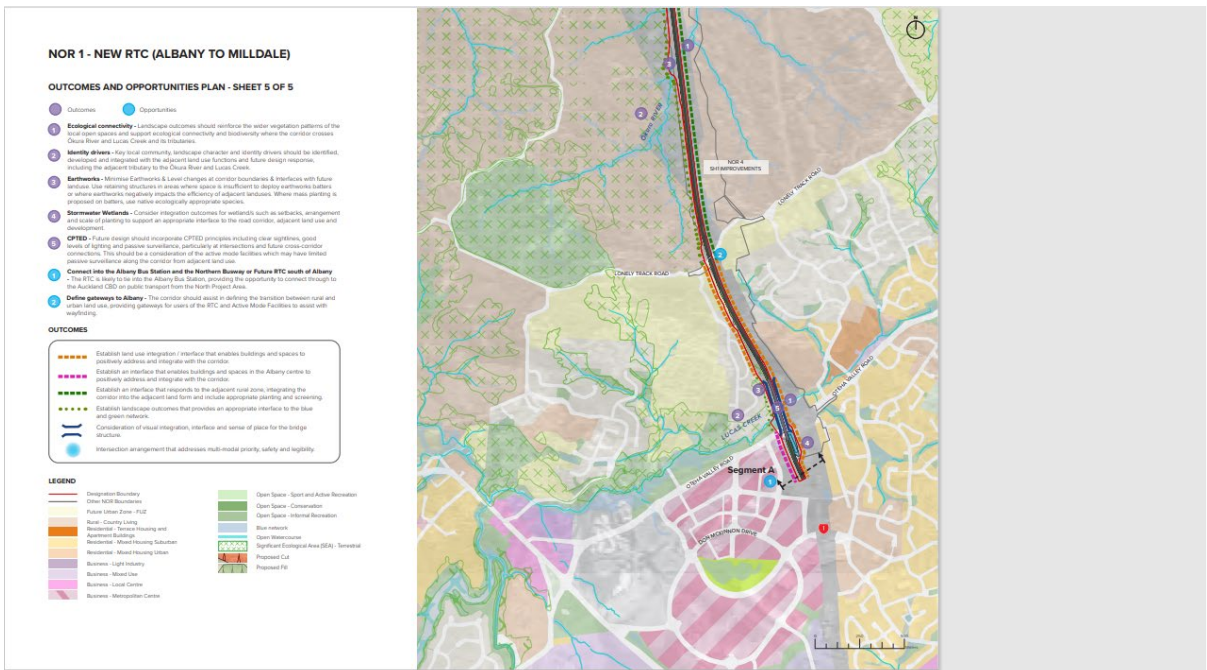
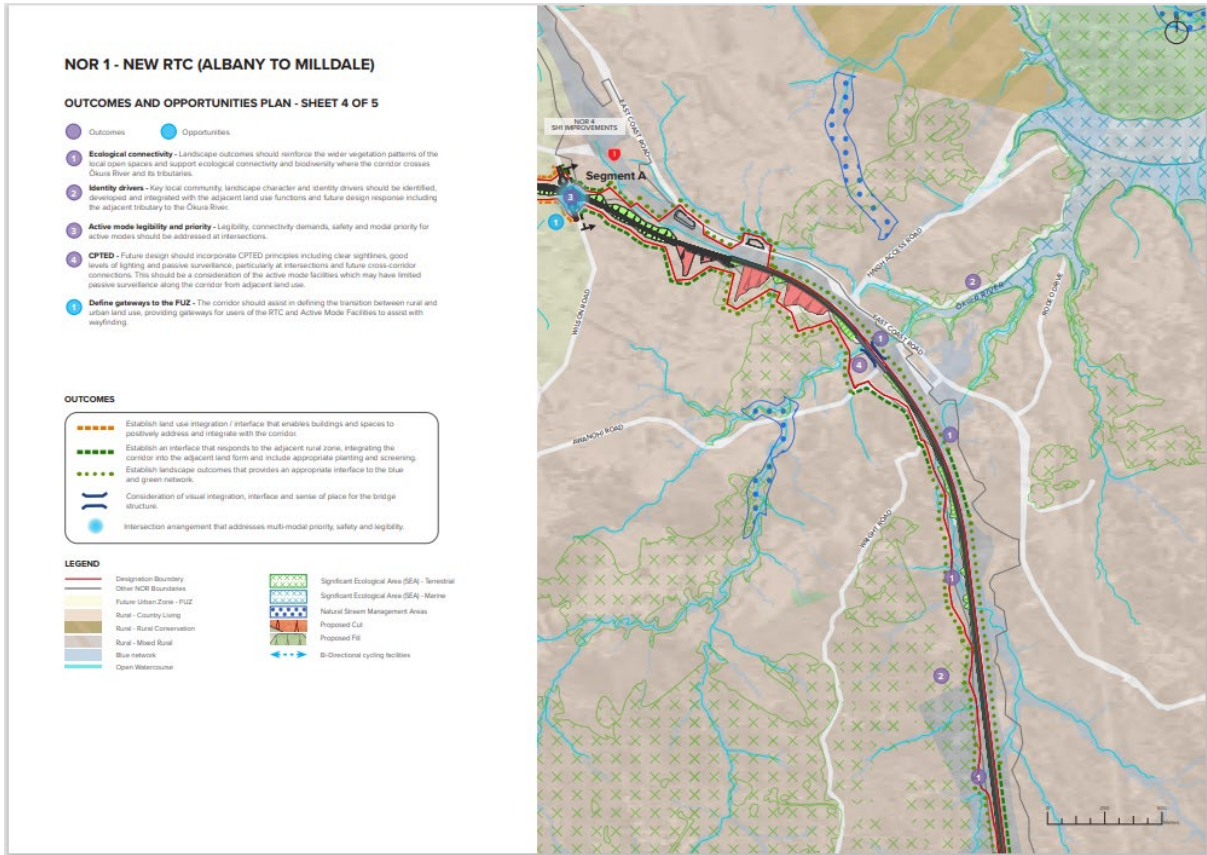
- 1 **Outcomes** 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses Huruhuru (Dairy Stream).
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent tributary to the Huruhuru (Dairy Stream) and the future Dairy Flat Town Centre.
- 5 **Active mode permeability** - Consider permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to destinations such as future schools, employment and business land, open spaces and community facilities.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future adjacent landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landscapes. Where mass planting is proposed on batters, use native ecologically appropriate species.
- 8 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 9 **Provide for a future station integrated with the Dairy Flat Town Centre** - There are no stations proposed to be designated in this segment of the RTC at this time. The RTC should connect to and integrate with the future Dairy Flat Town Centre by co-locating a station in this location that integrates positively with adjoining land use, promoting density in close proximity to rapid transit.
- 10 **Provide for additional stations in Dairy Flat** - The gradients of the RTC corridor allow for additional stations to be established throughout the corridor in the future. Future planning should locate these stations to maximise connectivity and access with the surrounding development and future local public transport connections.
- 11 **Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross corridor connections
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.
- 12 **Town centre development** - Maximise development potential of the town centre / high density development through consideration of construction techniques.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
- Establish an interface that responds to the adjacent rural zone, integrating the corridor into the adjacent land form and include appropriate planting and screening.
- Establish landscape outcomes that provides an appropriate interface to the blue and green networks.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- Designation Boundary
- Other NOR Boundaries
- Future Urban Zone - FUZ
- Rural - Countryside Living
- Rural - Mixed Rural
- Rural - Rare Conservation
- Blue Network
- Open Watercourse
- Proposed Cut
- Proposed Fill
- Silverdale West Industrial Structure - Light Industry
- Silverdale West Industrial Structure - Heavy Industry
- Potential location of future Dairy Flat Town Centre
- Bi-Directional cycling facilities



Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat Albany to Milldale

My name is **Brian Sutton** and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection NoR #1 for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at **89 Lascelles Drive, Dairy Flat 0794**.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

1□1 As a long term resident of the area, we are not directly on the route planned by NoR1 but adjacent to it, and we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

1□2 Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.

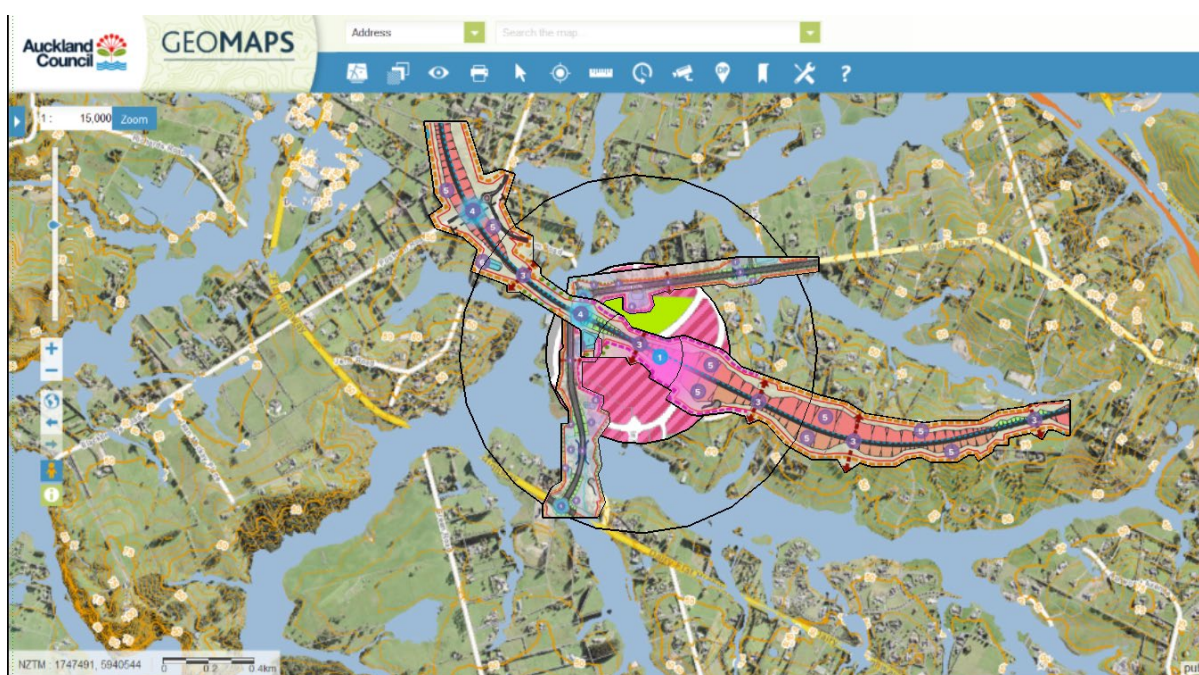


Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

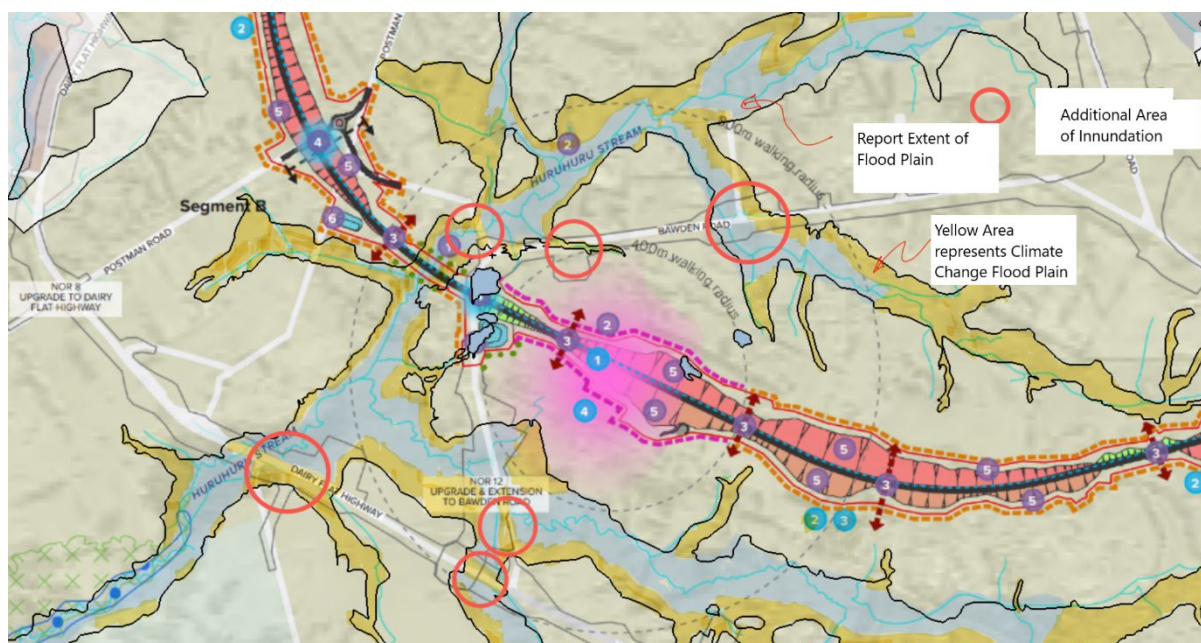


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other

options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

- 13** The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
- 14** The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)

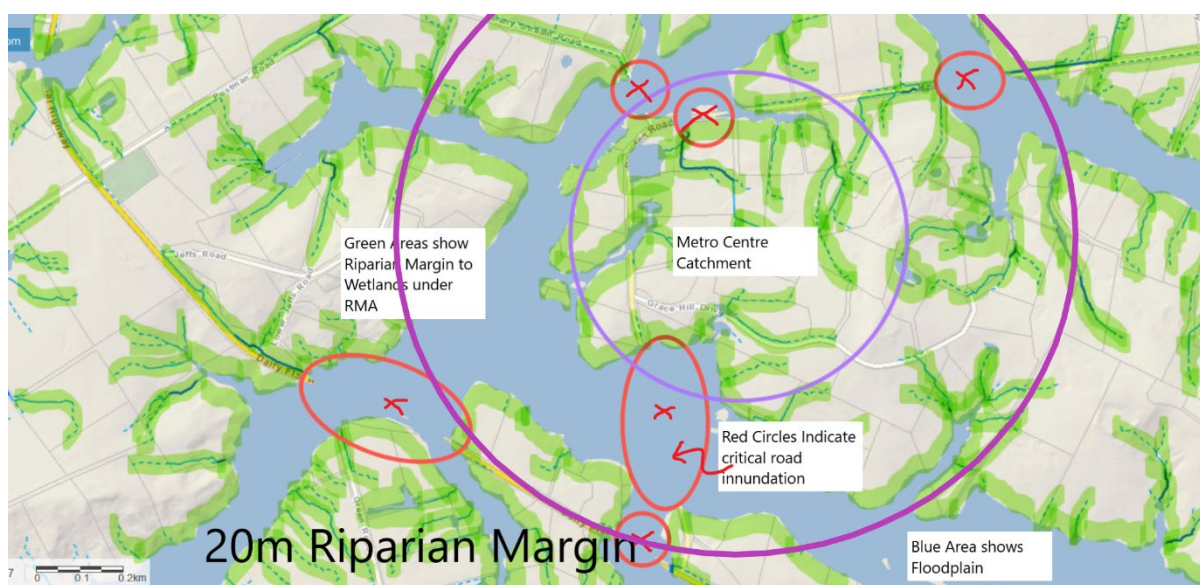


Figure 3 Riparian margins, floodplains and wetlands.

- 15** No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16** In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME’s study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU’s then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. Immediate withdrawal of existing NoR #1**
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.**
- D. **Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.**
- 1 □ □ E. **Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.**

“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. **Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**
- G. **The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.**
- H. **A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.**
- I. **The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.**

APPENDICE 1

Appendix 1 AT/WK Corridor Alignment from AEE Reports.

NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 1 OF 5

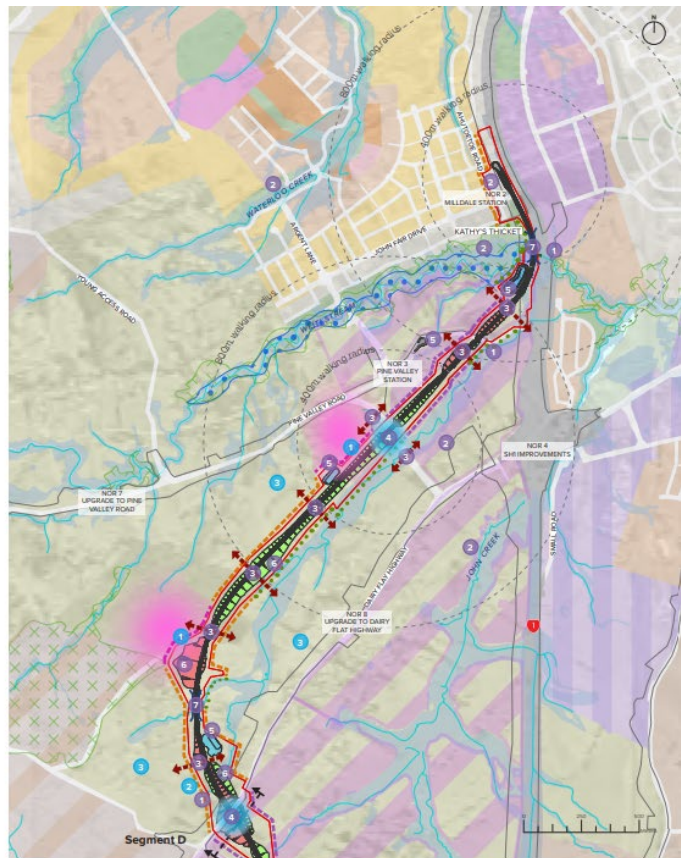
- Outcomes** **Opportunities**
- Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the W&B Stream and its tributaries.
 - Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including future land use and centres, existing development in Milldale, Kathy's Thicket, Milldale Station, Pine Valley Station and adjacent watercourses.
 - Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to destinations such as future schools, open spaces and community facilities and stations.
 - Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
 - Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
 - Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks buffers or where earthworks negatively impacts the efficiency of adjacent landuses. Where mass planting is proposed on batters, use native ecologically appropriate species.
 - CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
 - Connect to and interface with likely future local centre** - Auckland Council's Draft Spatial Strategy identifies the possibility of two local centres within the Pine Valley area. The RTC should connect to and service these centres, directing rapid transportation into these centres by including a station that integrates positively with adjoining land use, and promotes density and more intensive land use in close proximity to rapid transit stops.
 - Enhance active mode connection to future centres** - With the potential for two local centres to be established in Pine Valley, there is the opportunity to extend the active mode facilities from the intersection with Dairy Flat Highway, providing direct access to and between the centres for active mode users.
 - Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross-corridor connections.
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
- Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
- Establish landscape outcomes that provides an appropriate interface to the blue and green network.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Consideration of visual integration, interface and sense of place for the bridge structure.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- | | |
|---|---|
| Designation Boundary | Silverdale West Industrial Structure - Light Industry |
| Other NOR Boundaries | Silverdale West Industrial Structure - Heavy Industry |
| Future Urban Zone - FUZ | Rural - Countryside Living |
| Residential - Terrace Housing and Apartment Buildings | Rural - Mixed Rural |
| Residential - Single House | Significant Ecological Area (SEA) - Terrestrial |
| Residential - Mixed Housing Suburban | Natural Stream Management Areas |
| Business - Light Industry | Blue Network |
| Business - General Business | Open Watercourse |
| Business - Neighbourhood Centre | Proposed Cut |
| Business - Local Centre | Proposed Fill |
| Open Space - Sport and Active Recreation | Potential Future Local Centre |



NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 5

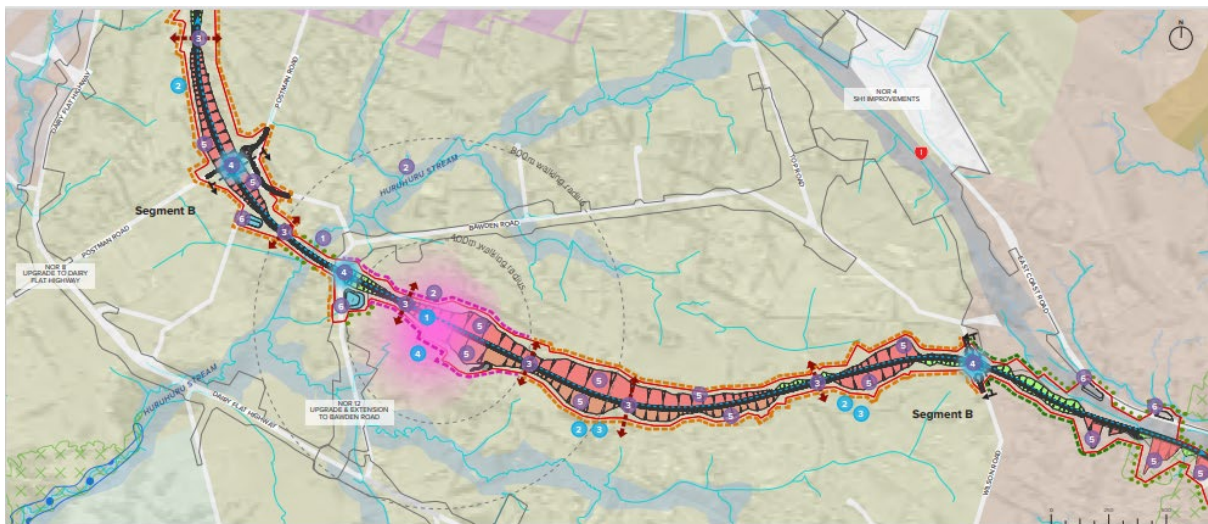
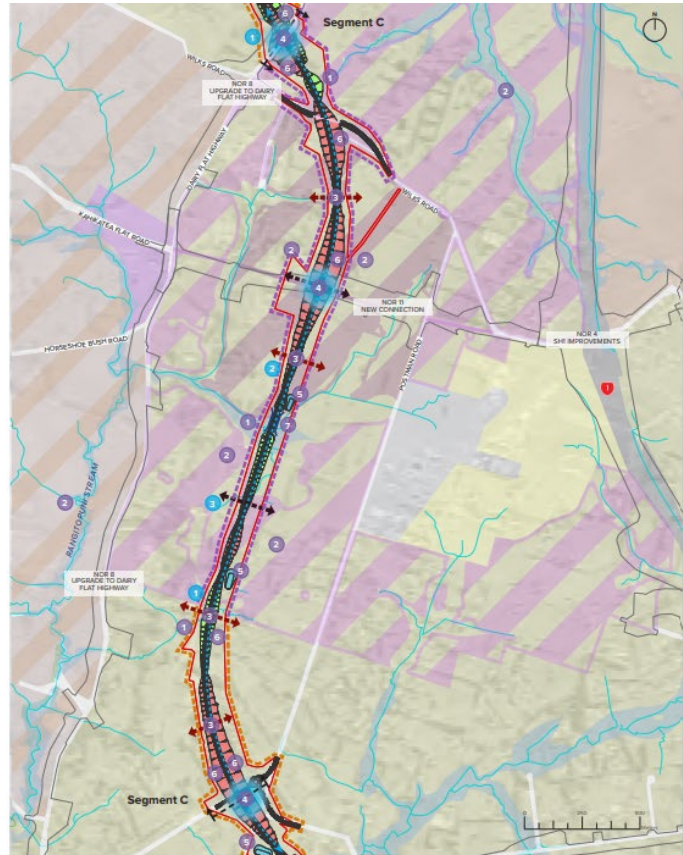
- 1 **Outcomes** 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the tributary to the Rangitapu Stream.
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent tributary to the Rangitapu Stream and defining the interface with future industrial land use.
- 5 **Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to areas of employment and to community facilities such as schools.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 8 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landscapes. Where mass planting is proposed on batters, use native ecologically appropriate species.
- 9 **CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
- 10 **Define the transition to the Silverdale West Industrial Area** - The RTC corridor design has the opportunity to assist with way-finding and defining the transition to and from industrial land use at the edge of the Structure Plan area.
- 11 **Provide for RTC access to the Silverdale Employment Area** - There are no stations anticipated in this segment of the RTC, however the gradients through this area, provide the possibility of establishing a station that provides access to the employment area in the future if it was considered to be desirable in future.
- 12 **Future connection across the RTC Corridor** - There are opportunities to provide connections across the RTC corridor for the local transport network as shown in the Silverdale West Dairy Flat Industrial Area Structure Plan.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Anticipated future road cross over as per the Silverdale West Industrial Structure Plan.
- Consideration of visual integration, interface and sense of place for the bridge structure.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- Designation Boundary
- Other NOR Boundaries
- Future Urban Zone - FUZ
- Business - Light Industry
- Business - Heavy Industry
- Rural - Countryside Living
- Rural - Mixed Rural
- Silverdale West Industrial Structure - Light Industry
- Silverdale West Industrial Structure - Heavy Industry
- Blue Network
- Open Watercourse
- Proposed Cut
- Proposed Fill
- Bi-Directional cycling facilities



NOR 1 - NEW RTC (ALBANY TO MILLDALE)
OUTCOMES AND OPPORTUNITIES PLAN - SHEET 3 OF 5

- 1 **Outcomes** 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses Huruhuru (Dairy Stream).
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent tributary to the Huruhuru (Dairy Stream) and the future Dairy Flat Town Centre.
- 5 **Active mode permeability** - Consider permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to destinations such as future schools, employment and business land, open spaces and community facilities.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future adjacent landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landscapes. Where mass planting is proposed on batters, use native ecologically appropriate species.

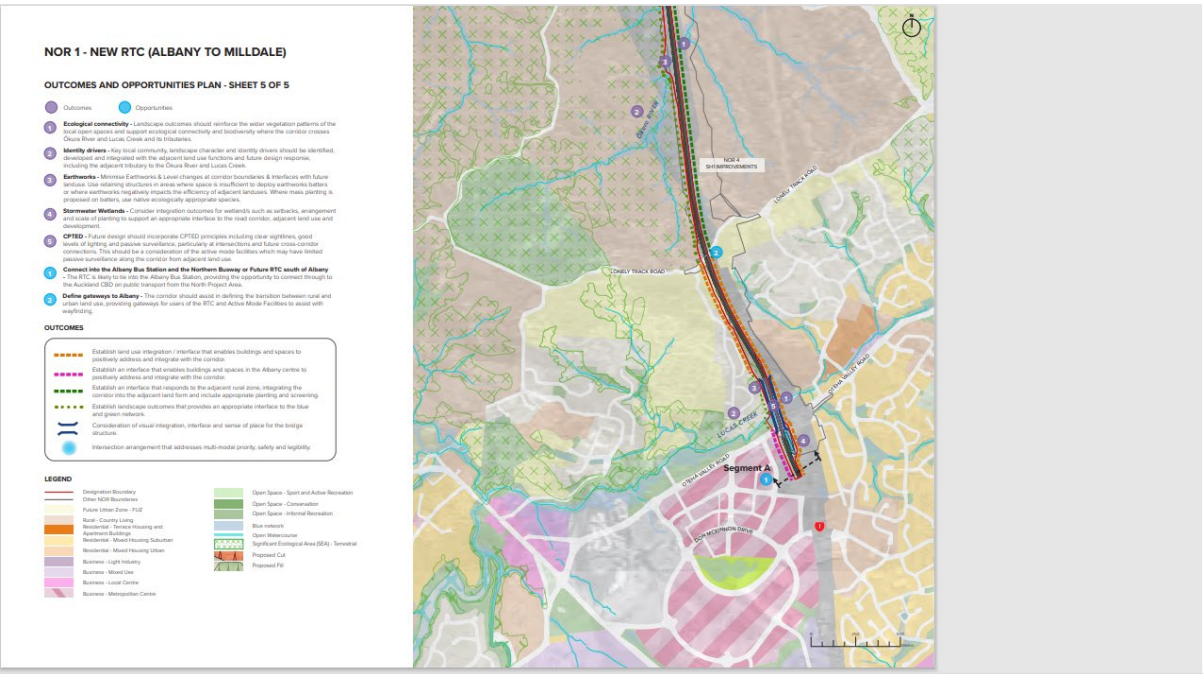
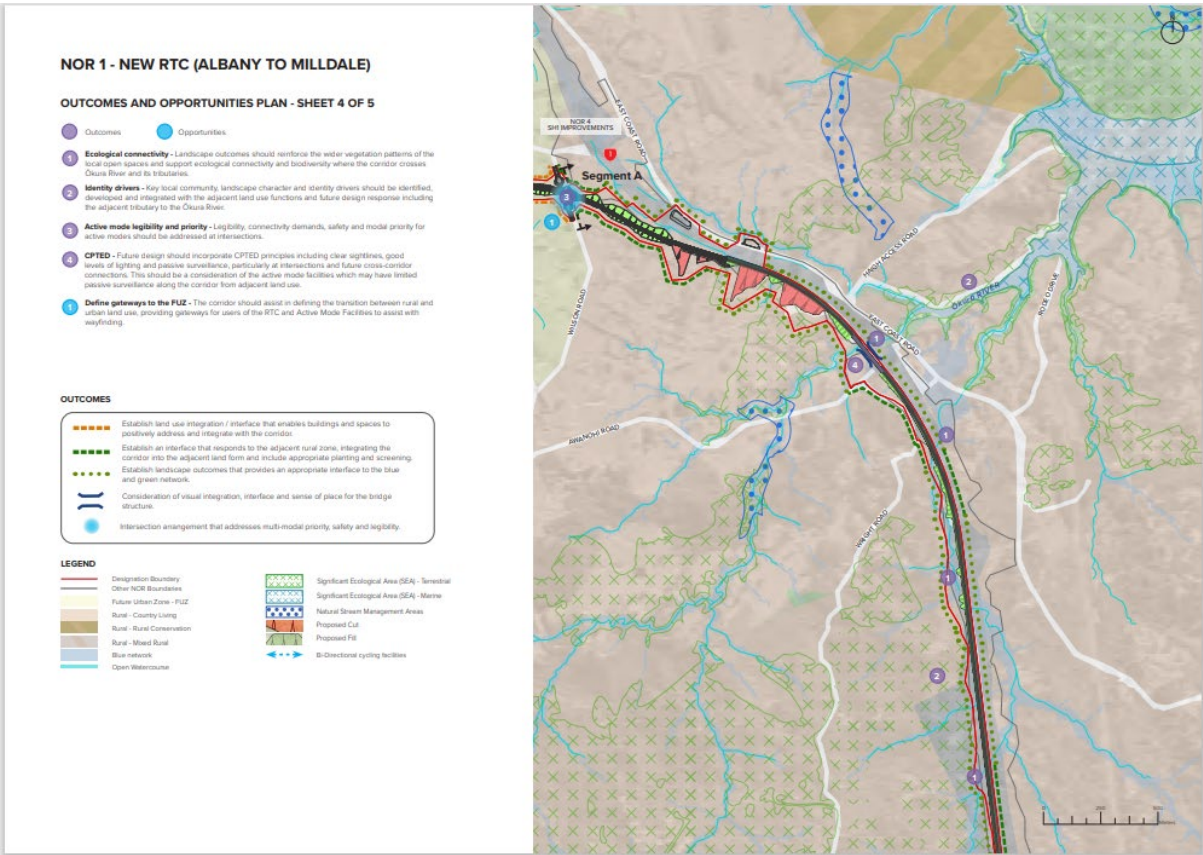
- 8 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 9 **Provide for a future station integrated with the Dairy Flat Town Centre** - There are no stations proposed to be designated in the segment of the RTC at this time. The RTC should connect to and integrate with the future Dairy Flat Town Centre by co-locating a station in this location that integrates positively with adjoining land use, promoting density in close proximity to rapid transit.
- 10 **Provide for additional stations in Dairy Flat** - The gradients of the RTC corridor allow for additional stations to be established throughout the corridor in the future. Future planning should locate these stations to maximise connectivity and access with the surrounding development and future local public transport connections.
- 11 **Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross corridor connections
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.
- 12 **Town centre development** - Maximise development potential of the town centre / high density development through consideration of construction techniques.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
- Establish an interface that responds to the adjacent rural zone, integrating the corridor into the adjacent land form and include appropriate planting and screening.
- Establish landscape outcomes that provides an appropriate interface to the blue and green networks.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- Designation Boundary
- Other NOR Boundaries
- Future Urban Zone - FUZ
- Rural - Countryside Living
- Rural - Rare Conservation
- Rural - Mixed Rural
- Blue network
- Open Watercourse
- Proposed Cut
- Proposed Fill
- Silverdale West Industrial Structure - Light Industry
- Silverdale West Industrial Structure - Heavy Industry
- Potential location of future Dairy Flat Town Centre
- Bi-Directional cycling facilities



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1096] Notice of Requirement online submission - Sylvia Choi
Date: Monday, 11 December 2023 4:46:04 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Sylvia Choi

Organisation name:

Full name of your agent: Sylvia Choi

Email address: sylvia.x.choi@gmail.com

Contact phone number: 0212579627

Postal address:
78 Kingscliff Rise
Dairy Flat
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Property 78 Kingscliff Rise, Dairy Flat in relation to North: New Rapid Transit Corridor, including a walking and cycling path (NoR 1) – Waka Kotahi (NZTA)

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

I am writing to express my formal opposition to the proposed roading project impacting properties on Kingscliff Rise, including mine. My concerns are rooted in the project's long-term uncertainties, legal ambiguities, and planning inconsistencies. Key Concerns: Extended Timeline and Compensation Uncertainty: The 30-year timeline for the project creates significant uncertainty for my family, particularly regarding compensation for losses, emotional stress, and resettlement. Lack of Legal Framework for Transition Period: The proposal does not address legal aspects of occupancy and compensation during the transition, leaving us in the dark about our rights. Maintenance Responsibility during Transition: It is unclear who will be responsible for maintaining the property throughout this extended period. Ignoring Lessons from Central Rail Link (CRL): The proposal fails to mention learnings from the CRL project, particularly in managing cost and time overruns. Vagueness on Funding for Land Acquisition: There is no clarity on the availability of funds for purchasing affected lands, properties, or providing other forms of compensation. Excessive Land Footprint: The land acquisition footprint seems disproportionate, lacking justification against standard road cross-section requirements. Potential for Alternative Alignments: Alternatives, such as realigning the proposed reserve to avoid affecting properties on Kingscliff Rise, have not been adequately explored. Planning Philosophy and Integration Issues: The project's planning fails to align road expansion with future urban growth, showing a disconnect with Auckland Council's urban zoning plans. Inconsistency with Default Consent Duration Principle: The project's 30-year timeline is inconsistent with the principle of reasonable default consent duration, typically around 5 years as per New Zealand's environment guidelines. This extended period unjustly prolongs uncertainty for landowners and deviates from established planning norms.

I or we seek the following recommendation or decision from Auckland Council:

Reconsider the project's timeline, aligning it with the standard consent duration. Ensure financial readiness for land acquisition and related compensations. Explore and demonstrate alternative alignments to minimize residential impact. Clarify legal procedures for the transition period. Provide detailed compensation plans for affected landowners. Include maintenance responsibilities during the transition in the proposal. Revisit and apply learnings from the CRL project. Integrate road expansion plans with broader urban development strategies.

Submission date: 11 December 2023

Attend a hearing

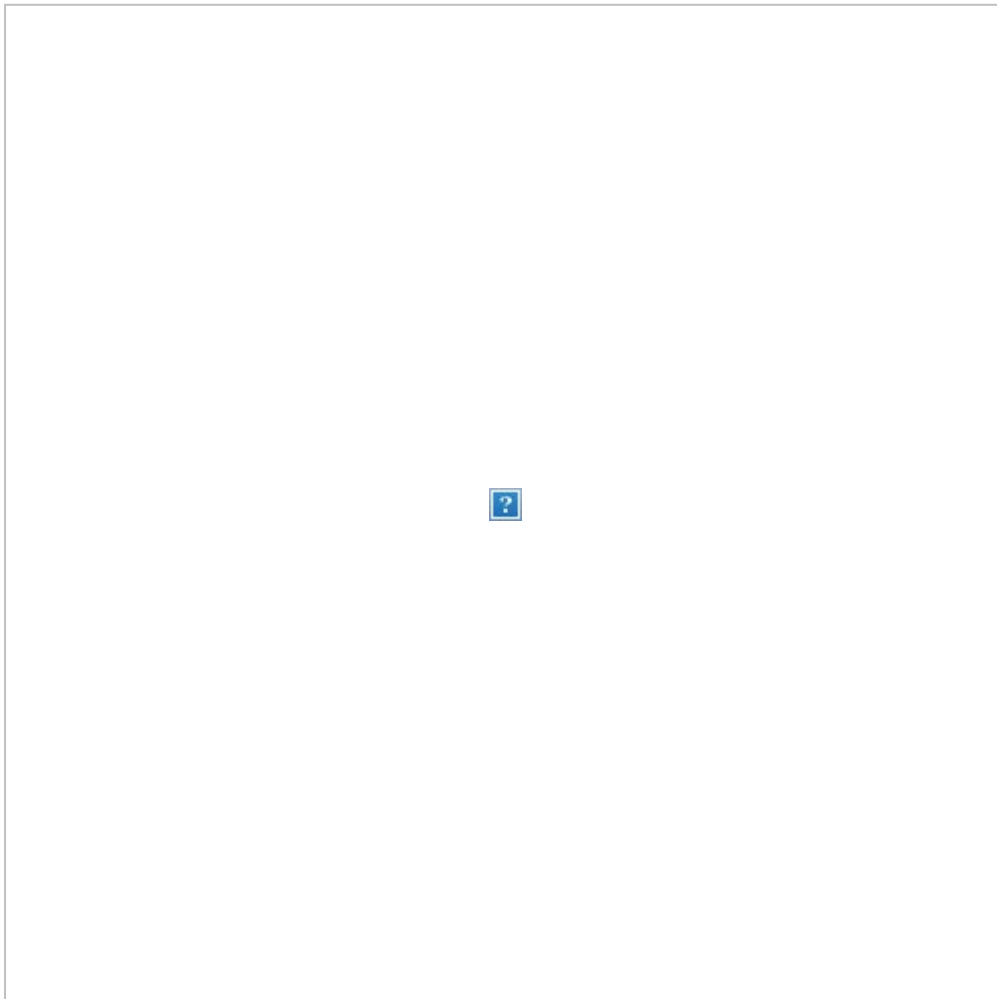
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

ection n of the Resource n ement ct



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Jinhua Liang & Lixia Cai

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

91 Grace Hill Dr, Dairy Flat

Telephone: 0211059111 Email: ljh80108@hotmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority	Waka Kotahi NZ Transport Agency
For: A new designation or alteration to an existing designation	North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details **including property address**):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale.

My submission is:

- I or we support of the Notice of Requirement
- I or we are neutral to the Notice of Requirement
- I or we oppose to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



11/12/2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:
If you are making a submission to the Environmental Protection Authority, you should use Form 16B.
You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)
If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:
(a) Adversely affects the environment, and
(b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”

The reasons for my/our views are:

- 21.1
- The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR to be premature and unjust.
- 21.2
- In many locations along the RTC, the width of the designated corridor is excessive: - the setbacks and construction area provisions exceed the standards presented in the design documents supporting the NoR and Detailed Business Case.
 - To the south of Dairy Stream, there are many constraints that will impede future urbanisation, including floodplains, steep topography, fragmented land ownership, existing high-value dwellings and land title covenants that prevent further subdivision.
 - Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
 - Taking account of both the above factors, Auckland Council’s vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 21.3
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
 - As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC and a real risk that the current corridor will end up as a “white elephant” or stranded asset.
 - In the face of this uncertainty, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as an option of “least regret”.
 - Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route, which only makes economic sense if it generates large additional ridership on the rapid transit scheme. There is a high level of scepticism about the analyses presented by Supporting Growth, which we will challenge in our future evidence.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed. We anticipate it may be a decade or more before this planning process reaches a conclusion.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1110] Notice of Requirement online submission - Wonchul jang
Date: Tuesday, 12 December 2023 12:30:18 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Wonchul jang

Organisation name:

Full name of your agent:

Email address: jwc0120@naver.com

Contact phone number:

Postal address:

68 Clyde RD.

Browns bay

Ak 0630

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

22.1 **** Concerns About the Proposed Bus Corridor **** I want to share my worries about the proposed bus corridor in the Dairy Flat area. I'm not happy about how the bus corridor might look. If they build a big wall or fence along the road, it might not fit in with the neighborhood. It could make the area look not so nice. I'm also worried that the bus route might become a target for graffiti and noise. I think it could get dirty and not look good. I hope they consider this before making a decision.

22.2 Another thing is, It seems like it might take longer for buses to get from one place to another, especially considering the route is longer than the previous your plan. This could make commuting times longer for people who rely on the bus. It appears to require a substantial amount of money. Thank you for your time.

I or we seek the following recommendation or decision from Auckland Council:

**** Concerns About the Proposed Bus Corridor **** I want to share my worries about the proposed bus corridor in the Dairy Flat area. I'm not happy about how the bus corridor might look. If they build a big wall or fence along the road, it might not fit in with the neighborhood. It could make the area look not so nice. I'm also worried that the bus route might become a target for graffiti and noise. I think it could get dirty and not look good. I hope they consider this before making a decision.

Another thing is, It seems like it might take longer for buses to get from one place to another, especially considering the route is longer than the previous your plan. This could make commuting times longer for people who rely on the bus. It appears to require a substantial amount of money. Thank you for your time.

Submission date: 12 December 2023

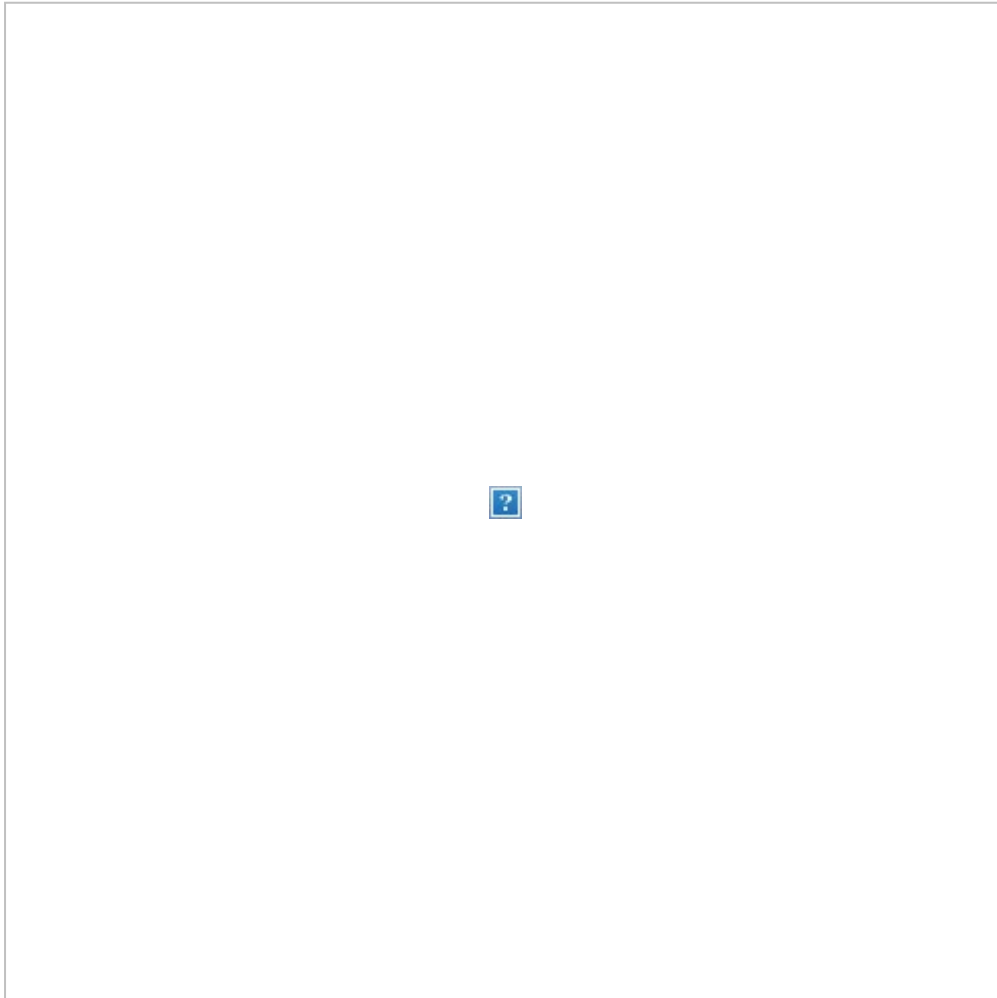
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1113] Notice of Requirement online submission - Manuhiri Kaitiaki Charitable Trust
Date: Tuesday, 12 December 2023 2:00:37 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Manuhiri Kaitiaki Charitable Trust

Organisation name:

Full name of your agent:

Email address: kaitiaki@ngatimanuhiri.iwi.nz

Contact phone number:

Postal address:

PO BOX 117
Warkworth
Auckland 0941

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

The Ngāti Manuhiri Settlement Trust, serving as the recognised mana whenua and the mandated iwi authority, holds jurisdiction from Te Ārai to Takapuna, extending its influence over to some of the inner and outer islands of Te Moana Nui ā Toi encompassing coastline, and Mahurangi area. The Manuhiri Kaitiaki Charitable Trust is entrusted with the execution of environmental services and response activities on behalf of the Ngāti Manuhiri Settlement Trust.

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

Engagement with the Manuhiri Kaitiaki Charitable Trust to oversee projects involving interactions with the taiao from a cultural perspective. This Trust specializes in upholding kaitiakitanga, tikanga, and matauranga values, ensuring a respectful and culturally sensitive approach to such projects. The taiao represents our rich cultural heritage and warrants meticulous care in its interaction with development initiatives. The expertise of the Manuhiri Kaitiaki Charitable Trust will provide invaluable insights, guiding projects to align with cultural protocols and honour indigenous wisdom.

23.1

I or we seek the following recommendation or decision from Auckland Council:

By collaborating with the Trust, projects will benefit from a holistic viewpoint that integrates cultural values into decision-making processes. This partnership not only ensures compliance with cultural standards but also enhances project outcomes by embracing diverse perspectives. The Trust's involvement guarantees a harmonious balance between development and cultural preservation, embodying the Council's commitment to cultural inclusivity and sensitivity. We strongly urge the Council to engage the Manuhiri Kaitiaki Charitable Trust for cultural oversight in taiao-related projects, ensuring a culturally respectful and sustainable approach to development. Thank you for your attention.

Submission date: 12 December 2023

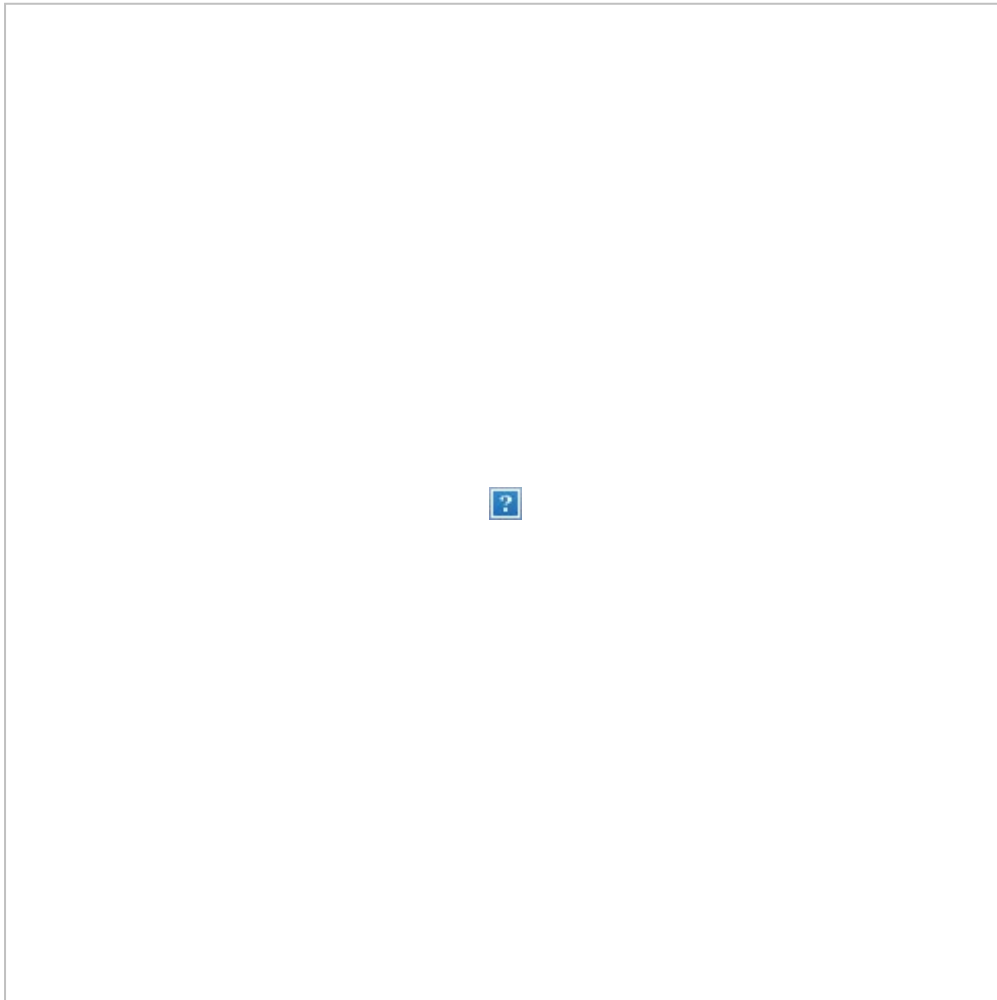
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is **John Cross** and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 956 Dairy Flat Highway

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

2□1 As a long term resident of the area, **we are/are** not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

2□2 Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.

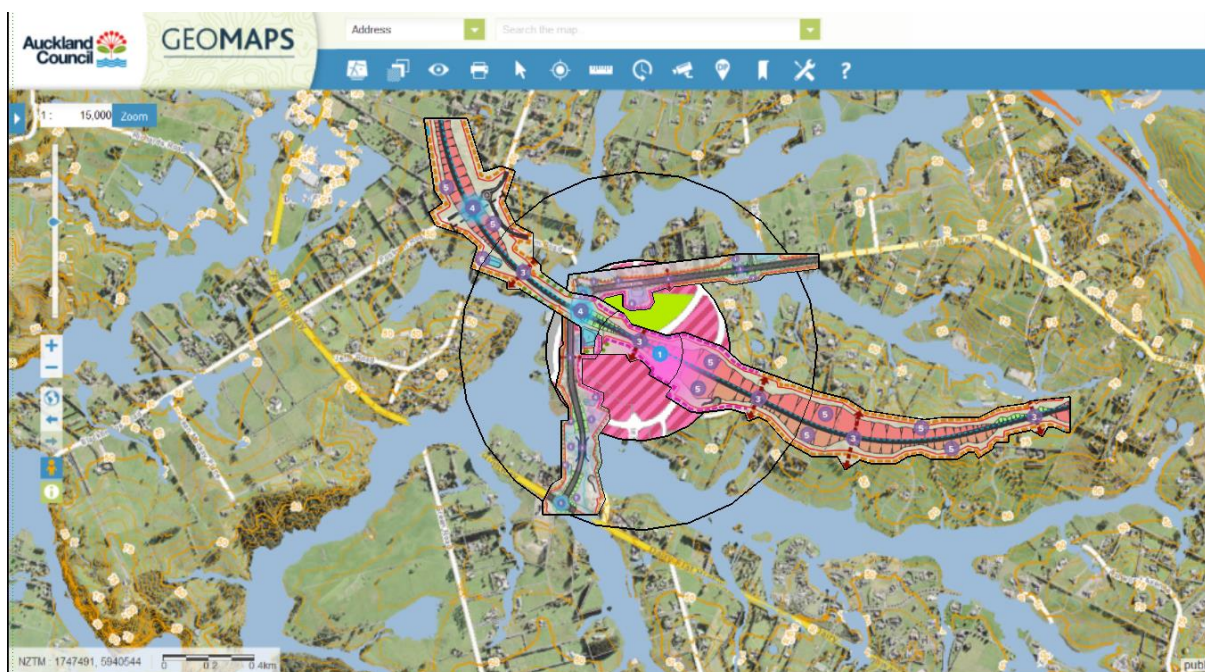


Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

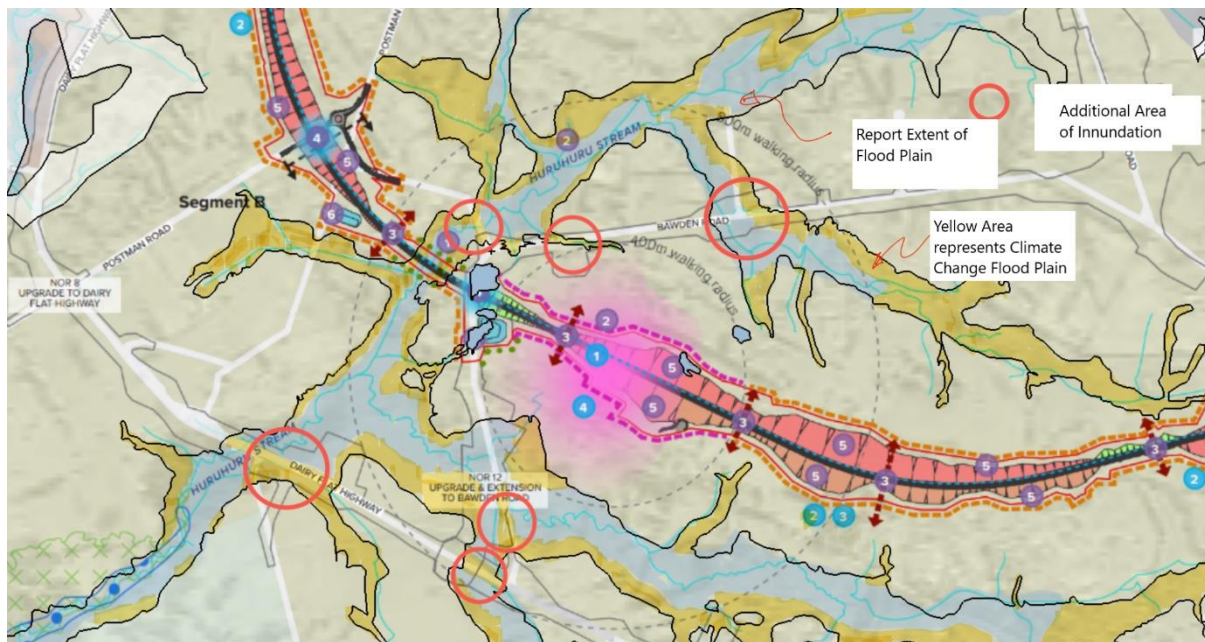


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other

options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

- 13 The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
- 14 The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)

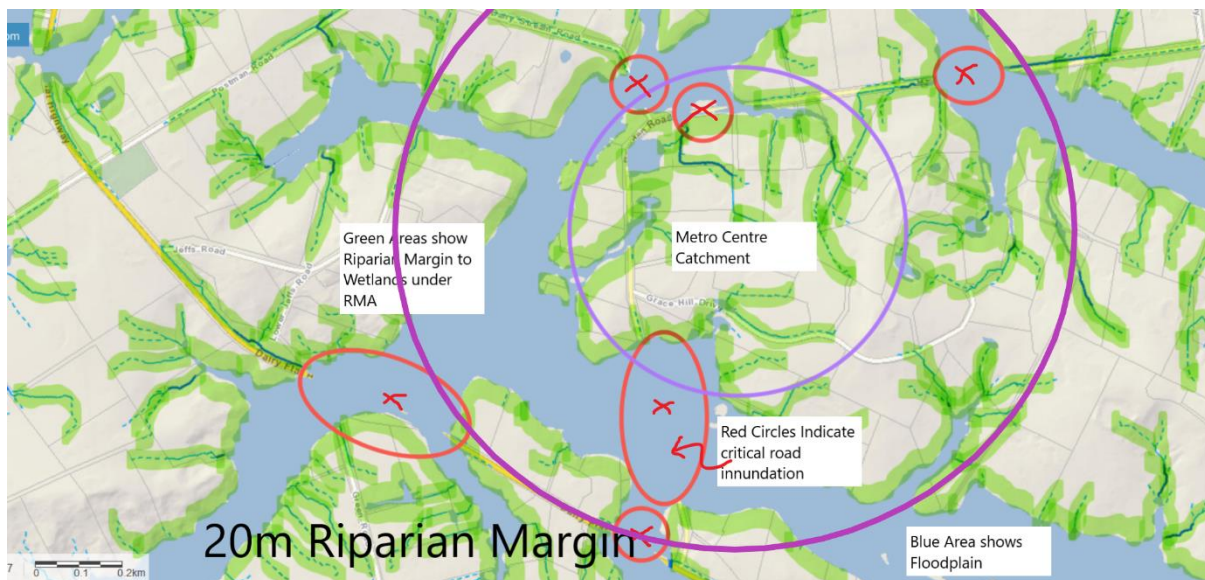


Figure 3 Riparian margins, floodplains and wetlands.

- 15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16 In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME’s study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU’s then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. **Immediate withdrawal of existing NoR #1**
- B. **Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.
- D. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.
- 2□□ E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.
- “, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”*
- Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.
- G. The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.
- H. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.
- I. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.

APPENDICE 1

Appendix 1 AT/WK Corridor Alignment from AEE Reports.

NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 1 OF 5

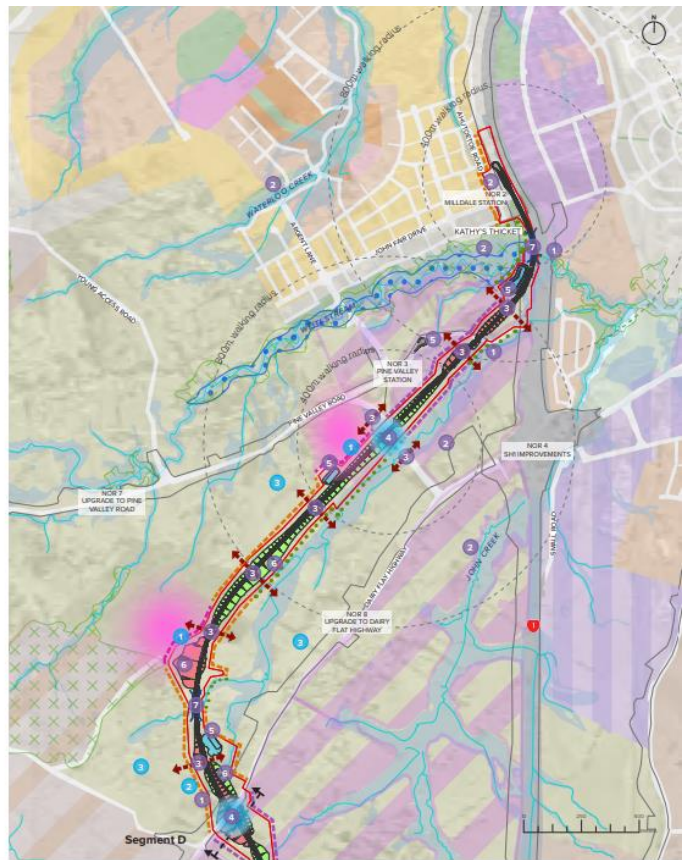
- Outcomes** **Opportunities**
- Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the Willb Stream and its tributaries.
 - Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including future land use and centres, existing development in Milldale, Kathy's Thicket, Milldale Station, Pine Valley Station and adjacent watercourses.
 - Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings, road priority and permeable access to destinations such as future schools, open spaces and community facilities and stations).
 - Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
 - Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
 - Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuses. Use retaining structures in areas where space is insufficient to deploy earthworks cutters or where earthworks negatively impacts the efficiency of adjacent landuses. Where mass planting is proposed on batters, use native ecologically appropriate species.
 - CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
 - Connect to and interface with likely future local centre** - Aurisland Council's Draft Spatial Strategy identifies the possibility of two local centres within the Pine Valley area. The RTC should connect to and service these centres, directing rapid transportation into these centres by including a station that integrates positively with adjoining land use, and promotes density and more intensive land use in close proximity to rapid transit stops.
 - Enhance active mode connection to future centres** - With the potential for two local centres to be established in Pine Valley, there is the opportunity to expand the active mode facilities from the intersection with Dairy Flat Highway, providing direct access to and between the centres for active mode users.
 - Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross corridor connections.
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
- Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
- Establish landscape outcomes that provides an appropriate interface to the blue and green network.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Consideration of visual integration, interface and sense of place for the bridge structure.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- | | |
|---|---|
| Designation Boundary | Silverdale West Industrial Structure - Light Industry |
| Other NOR Boundaries | Silverdale West Industrial Structure - Heavy Industry |
| Future Urban Zone - FUZ | Rural - Countryside Living |
| Residential - Terrace Housing and Apartment Buildings | Rural - Mixed Rural |
| Residential - Single House | Significant Ecological Area (SEA) - Terrestrial |
| Residential - Mixed Housing Suburban | Natural Stream Management Areas |
| Business - Light Industry | Blue Network |
| Business - General Business | Open Watercourse |
| Business - Neighbourhood Centre | Proposed Cut |
| Business - Local Centre | Proposed Fill |
| Open Space - Sport and Active Recreation | Potential Future Local Centre |



NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 5

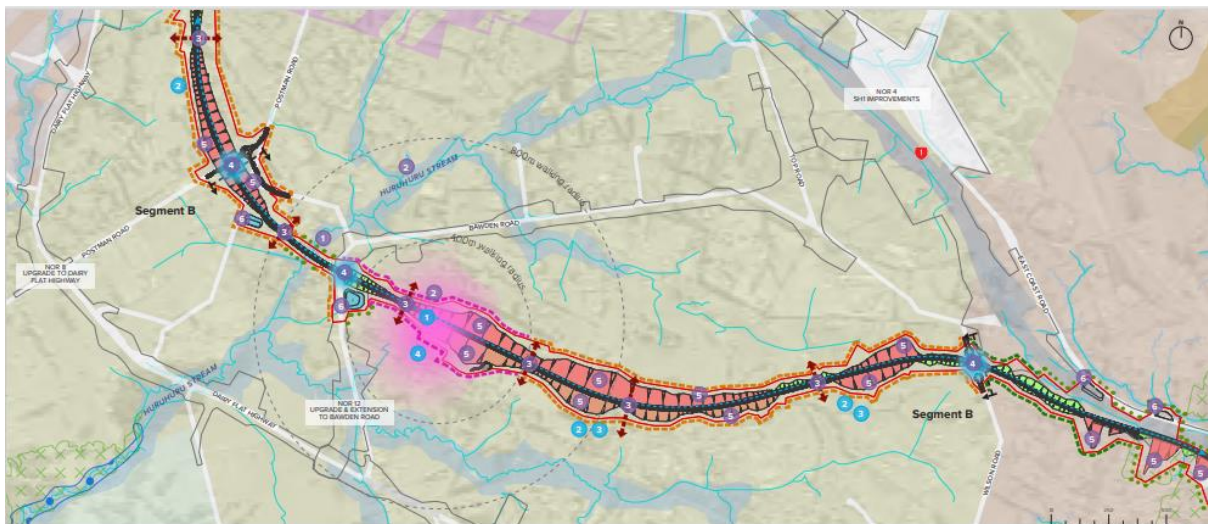
- 1 **Outcomes**
- 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the Huhururu Dairy Stream.
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent industry to the Rangipouri Stream and defining the interface with future industrial land use.
- 5 **Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (roadcrossings), modal priority and permeable access to areas of employment and to community facilities such as schools.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 8 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landuses. Where mass planting is proposed on barriers, use native ecologically appropriate species.
- 9 **CFPED** - Future design should incorporate CFPED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
- 10 **Define the transition to the Silverdale West Industrial Area** - The RTC corridor design has the opportunity to assist with way-finding and defining the transition to and from industrial land use at the edge of the Structure Plan area.
- 11 **Provide for RTC access to the Silverdale Employment Area** - There are no stations anticipated in this segment of the RTC, however the gradients through this area, provide the possibility of establishing a station that provides access to the employment area in the future if it was considered to be desirable in future.
- 12 **Future connection across the RTC Corridor** - There are opportunities to provide connections across the RTC corridor for the local transport network as shown in the Silverdale West Dairy Flat Industrial Area Structure Plan.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Anticipated future road cross over as per the Silverdale West Industrial Structure Plan.
- Consideration of visual integration, interface and sense of place for the bridge structures.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- Designation Boundary
- Other NOR Boundaries
- Future Urban Zone - FUZ
- Business - Light Industry
- Business - Heavy Industry
- Rural - Countrywide Living
- Rural - Mixed Rural
- Silverdale West Industrial Structure - Light Industry
- Silverdale West Industrial Structure - Heavy Industry
- Blue Network
- Open Watercourse
- Proposed Cut
- Proposed Fill
- Bi-Directional cycling facilities



NOR 1 - NEW RTC (ALBANY TO MILLDALE)
OUTCOMES AND OPPORTUNITIES PLAN - SHEET 3 OF 5

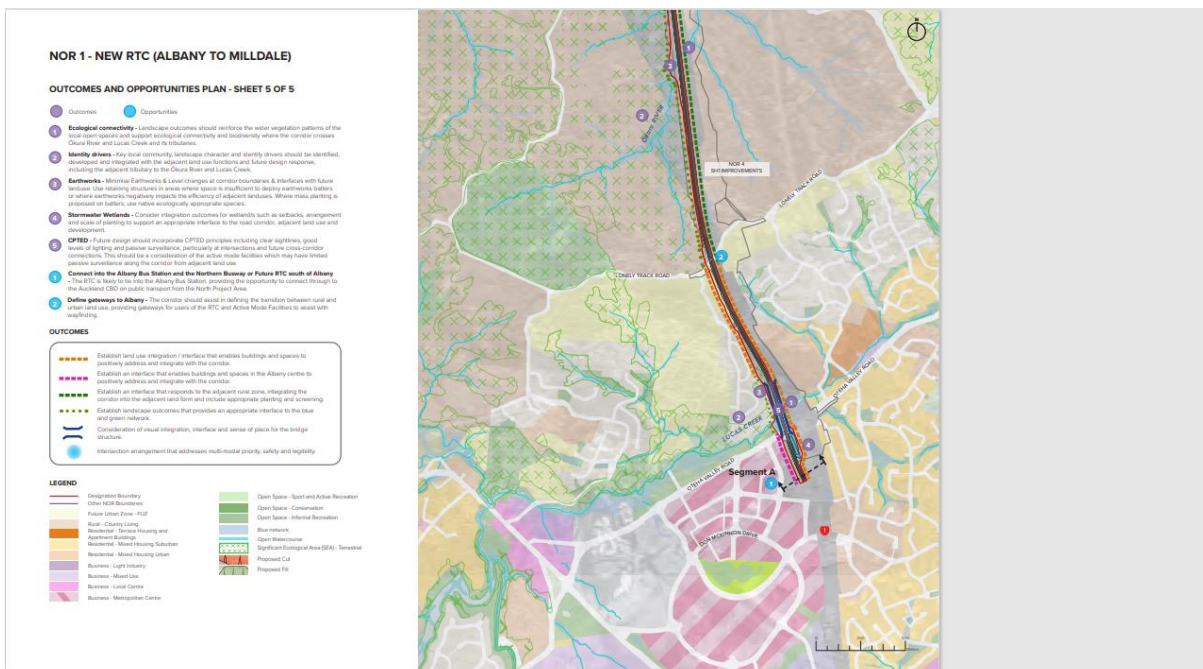
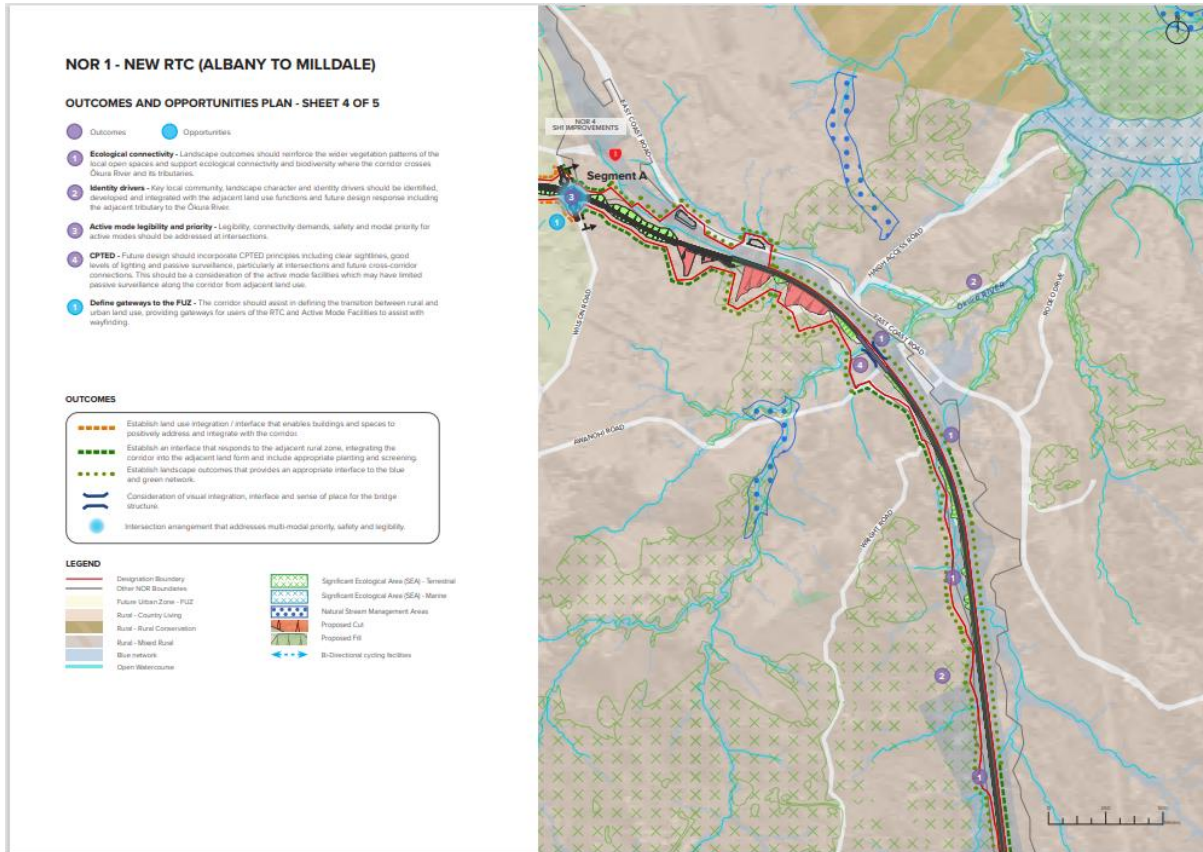
- 1 **Outcomes**
- 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses Huhururu Dairy Stream.
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent industry to the Huhururu Dairy Stream and the future Dairy Flat Town Centre.
- 5 **Active mode permeability** - Consider permeability for active modes that addresses cross corridor connectivity (roadcrossings), modal priority and permeable access to areas of employment and to community facilities, including schools.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future adjacent landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landuses. Where mass planting is proposed on barriers, use native ecologically appropriate species.
- 8 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 9 **Provide for a future station integrated with the Dairy Flat Town Centre** - There are no stations proposed to be designed in the segment of the RTC at this time. The RTC should connect to and integrate with the future Dairy Flat Town Centre by co-locating a station in the location that integrates positively with adjoining land use, promoting density in close proximity to rapid transit.
- 10 **Provide for additional stations in Dairy Flat** - The gradients of the RTC corridor allow for additional stations to be established throughout the corridor in the future. Future planning should locate these stations to maximise connectivity and access with the surrounding development and future local public transport connections.
- 11 **Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross corridor connections.
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.
- 12 **Town centre development** - Maximise development potential of the town centre / high density development through consideration of construction techniques.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
- Establish an interface that responds to the adjacent rural zone, integrating the corridor into the adjacent land form and include appropriate planting and screening.
- Establish landscape outcomes that provides an appropriate interface to the blue and green networks.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- Designation Boundary
- Other NOR Boundaries
- Future Urban Zone - FUZ
- Rural - Country Living
- Rural - Rural Conservation
- Rural - Mixed Rural
- Blue network
- Open Watercourse
- Proposed Cut
- Proposed Fill
- Silverdale West Industrial Structure - Light Industry
- Silverdale West Industrial Structure - Heavy Industry
- Potential location of future Dairy Flat Town Centre
- Bi-Directional cycling facilities



Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi (NZTA)

For: A new designation or alteration to an existing designation

North: (NoR 4) State Highway 1 Improvements – Albany to Ōrewa and Alterations to Existing Designations 6751, 6760, 6759, 6761

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

2023/12/10:

General reasons for our views:

1. We live and run a kennel and cattery business, situated at the junction of East Coast Road and Awanohi Road. The State Highway 1 Improvements are going to cause us to be adversely affected by all of the following:

- (NoR 1). Rapid Transit corridor extending from Albany to Milldale via new growth area.
- (NoR 2). Bus shoulder lanes from Albany to Silverdale (interim).
 - **We need to know what is inferred by the word “interim” in this case, before we can expand on this.**
- (NoR 4). Strategic walking and cycling corridors.
- (NoR 5). Additional managed motorway capacity between Albany and Silverdale Interchange.
- (NoR 17). Safety Improvements on Kahikatea Flat Road, Coatesville-Riverhead Highway, East Coast Road and Awanohi Road.

2□1

- **We need to be provided with relevant detail about what you expect the impacts to be and the timeframes you consider we will be subject to the various adverse affects.**

2. The release of the 30 year plan and The Notices of Requirement being publicly notified by Auckland Council on 16 November with submissions closing on 14 December, places us in a position of being unable to plan our personal and business future.

2□2

- **We need to have our situation fully addressed between all parties as soon as possible in order to achieve a timely, reasonable and fair agreement.**

3. The building and reparation work required for the current SH1 motorway has caused the previous owners and ourselves a great deal of hardship and stress.

- The information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted.

2□3

- **We need this to be addressed and resolved between us, Auckland Council and the Crown (as our neighbour).**

- During the past 20 years, we have found it impossible to contact anybody representing the Crown (as our neighbour) to talk to in order to resolve issues in a timely and reasonable manner.

- **If you could supply us with the details of the current contact persons, it would be much appreciated.**

2□□

4. Our property and business is our retirement plan and has been for the last 20 years. These Notices of Requirement to designate land have already caused further hardship and stress for us.

- **If you could supply us with the details of the current contact persons, it would be much appreciated.**

5. Our property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1.

- **The building and reparation work required for the current SH1 motorway was and still is a major issue and the proposed construction will greatly affect our business and rural lifestyle.**

6. Our property and business is situated at a focal point and in very close proximity to SH1, East Coast Road and Awanohi Road.

- **We will lose a great deal of our rural view, due to the height and closeness of the motorway required to accomodate the bridge/viaduct.**
- **We are already being impacted by extra traffic, particularly noticeable at night time when current work on SH1 requires access closures at Oteha Valley.**

2□□

7. Our property and business is situated at a main confluence point of many of the Okura river tributaries, it is likely that our property will be subjected to a high level of adverse effects due to Global Warming.

- **We need to know what work is planned on the land around us and next door at 1370 East Coast Road (under Notice of Requirement), plus proof and assurances that the proposed work will ensure our safety, client confidence and enable us to run our business throughout the year without bookings being affected in any way.**

2□□

8. Other planned changes such as Penlink is likely to increase the traffic passing us on East Coast Road.

- **We need to know what your estimations are, before we can expand on this.**

2□□

2□□

9. In the Statutory Assessment, various “Themes” are documented, which will be subject to the Resource Management Act 1991, which is under constant change due to difficulties of interpretation and government policies.

- It is difficult from our perspective to determine what impact this will have on the progress of the State Highway 1 Improvements and we need to know what your estimations are, before we can expand on this.

10. Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road are also likely to adversely affect us.

- We need to know what these planned safety improvements are before we can expand on this.

11. For this submission we have not included any references or the more detailed related points, such as from the “Supporting Technical Assessments” documentation.

- We do not want our detailed documentation published, but can provide it if required in order to be covered when we are able to address all of the above with your appointed authorised and technical personel.

From: richardc4@icloud.com
To: [Unitary Plan](#)
Cc: [Louise Burrows](#)
Subject: Re: State Highway 1 Improvements : Submission
Date: Thursday, 14 December 2023 7:46:26 pm

Hi Sophia,

Thanks for the update.

The detail I sent you can still be found in the documents of the web pages of the notification material, for example 02_nnor1_aec Page 16.

The 13 “More Information” PDF’s of mapping plans do not help our understanding, since all we concerned about are what effects the overall project will have on us, our property, our business and access roads (East Coast Road and Awanohi Road).

We certainly do wish to keep our submissions for:

- NoR 1
- NoR 2
- NoR 4
- NoR 5

We do not wish to add an additional NoR, because our concern can be considered as due to the other NoRs and we would still like to be provided with relevant detail about what the expected impacts and timeframes are likely to be, subject to the various adverse affects of the safety improvements required on East Coast Road and Awanohi Road, in conjunction with the Rapid Transit corridor and Penlink causing increased traffic.

Regards,

Richard and Louise

On 14/12/2023, at 10:11 AM, Unitary Plan <unitaryplan@aucklandcouncil.govt.nz> wrote:

Kia ora Richard

That’s for your email.

The below link is from a newsletter done in July 2019. These were the plans for the Notices of Requirements back then.

These plans were updated and redone for Notification, so the below plans are out of date.

To view the 13 NoRs for North Auckland, please visit the web pages to read the correct notification material here: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/notices-of-requirement-to-designate-land/Pages/default.aspx>

I have also attached 13 “More Information” PDFs which shows all 13 Notices of Requirement mapping plans for your understanding.

I hope this helps.

Please let me know if you wish to keep your submissions for

- NoR 1
- NoR 2
- NoR 4
- NoR 5

As we do not have an "NoR 17", please advise if you wish to add an additional NoR in its place.

Thank you.

[Kia pai te rā](#)

Warm regards,
Sophia

Sophia Coulter | Planning Technician

Plans and Places Department / Ngā Whakamahere Wāhi

Chief Planning Office / Te Peka Whakakaupapa Matua

Auckland Council / Te Kaunihera o Tāmaki Makaurau, Level 16, 135 Albert St, Auckland Central

Visit our website: www.aucklandcouncil.govt.nz

<image001.png>

From: richardc4@icloud.com <richardc4@icloud.com>

Sent: Wednesday, December 13, 2023 4:36 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc: Louise Burrows <louiseburrows1@icloud.com>

Subject: Re: State Highway 1 Improvements : Submission

Hi Sarah,

The NoR 17 referred to is for the Safety improvements on East Coast Road and Awanohi Road as shown below, taken from:

<image002.png>

[Newsletter-North-Auckland-Transport-Connections](#)
[PDF Document · 1.3 MB](#)

<image003.png>

Regards Richard and Louise

On 13/12/2023, at 2:23 PM, Unitary Plan <unitaryplan@aucklandcouncil.govt.nz> wrote:

Hi Richard and Louise,

Thank you for your submission. You mention in your submission that you are submitting on the following Supporting Growth North NoRs:

- NoR 1
- NoR 2
- NoR 4
- NoR 5
- NoR 17 – I think this is a typo, as there are only 13 NoRs for Supporting Growth North.

Could you please let me know which NoR # it is supposed to be.

Many thanks,

Kind regards,
Sarah

Kia pai tō rā

Sarah El Karamany | Planning Technician | Plans and Places Department

Auckland Council, Level 16, 135 Albert Street, Auckland 1011

Visit our website: www.aucklandcouncil.govt.nz

<image001.png>

From: richardc4@icloud.com <richardc4@icloud.com>

Sent: Monday, December 11, 2023 10:24 AM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc: Louise Burrows <louiseburrows1@icloud.com>

Subject: State Highway 1 Improvements : Submission

Dear Sir/Madam,

Attached is our submission form "north_nor1_2_4_5_17_form 21.pdf" and attached reasons for our views "General Draft Submission (1384/1374 East Coast Road).pdf", which includes further action detail requests (in red).

Please note:

We would appreciate all communication between us to be via the above emails, because the telephone number is also our business number.

Yours Sincerely,

Richard Capstick and Louise Burrows



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

<north_nor1_2_4_5_17_form 21.pdf><General Draft Submission (13841374 East Coast Road).pdf>

<NOR1 More Information.pdf><NOR2 More Information.pdf><NOR3 More Information.pdf><NOR4 More Information.pdf><NOR5 More Information.pdf><NOR6 More Information.pdf><NOR7 More Information.pdf><NOR8 More Information.pdf><NOR9 More Information.pdf><NOR10 More Information.pdf><NOR11 More Information.pdf><NOR12 More Information.pdf><NOR13 More Information.pdf>

Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

MARGARET CROSS

My name is A and I am submitting my objection to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at Lot 1 DP205098, Dairy Flat Hwy

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

201 As a long term resident of the area, we are/are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective "well being", driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

202 Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS), Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1 in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur, in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.

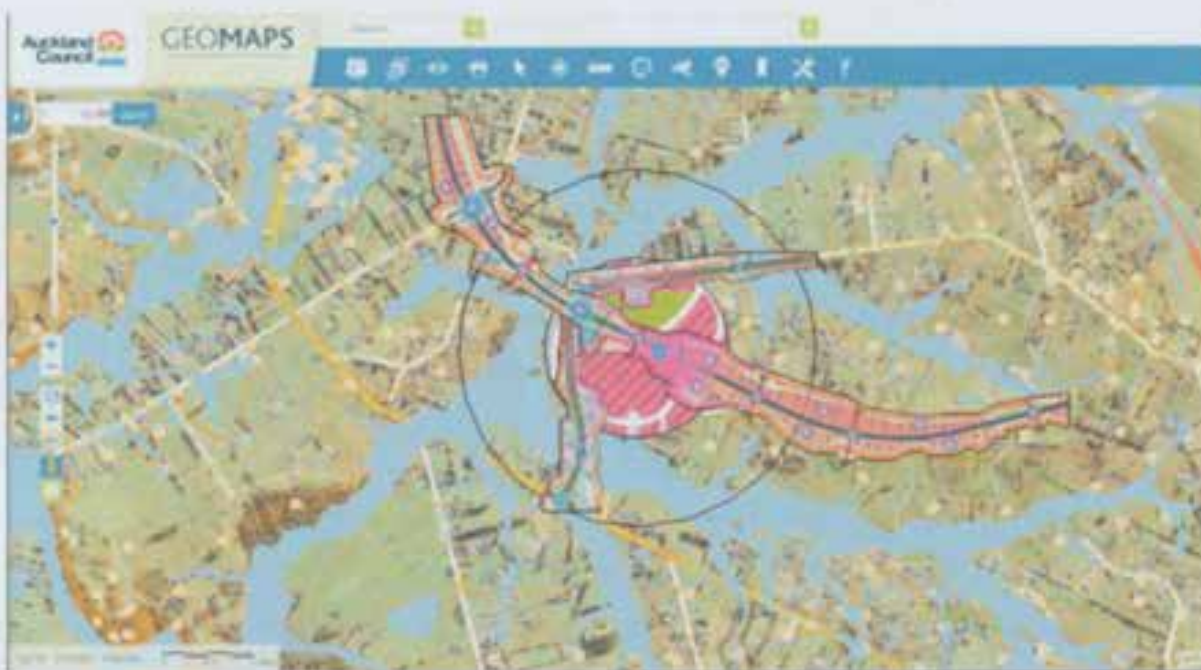


Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m, 400m, 800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation

under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.

6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.

8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.

9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.



Figure 2 Report conflicts using WRONG Data.

10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.

11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an

equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.

12 In the information released, there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre, as the FDS was not adopted until only two weeks prior to the NoR's being issued. No evidence has been presented as to other options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

13 The Transportation Strategy, as a "response" to the Spatial Plan, does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure, such as the RTC, other than relying on scant desktop studies for guidance.

14 The AEE assessments are targeted at the areas within the NoR's and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues, particularly for Riparian margins around water courses and wetlands.

The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event. Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.

- 16 In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME's study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU's then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.
- 17 The Assessment of Alternatives V011 Sec 20 states that the proposal "provides certainty to Landowners". This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR's being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the "30 year temporary RTC solution" within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e "Quickways".
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for

Auckland ratepayers for many years to come. Route protection issues, at least in the near term, are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. **Immediate withdrawal of existing NoR #1**
- B. **Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. I.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**
- C. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. I.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. I.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system I.e Quickway.**
- D. **Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. I.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education, health and community services, rather than a low employment, car -centric solution currently promoted by Council.**
- 2□□ E. **Consider following the experience of other markets I.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.**
- "... any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now."*
- Ref "Corridor Protection- Planning and Investing for the Long Term Jul 2017"
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. **Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's, as done in Australia, that then works to ALL**

parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.

- G. The current project is unfunded, unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.

- H. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition, in the near term.

- I. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.

APPENDICE 1

Appendix I AT/WK Corridor Alignment from AEE Reports.

NOR 1 - NEW RTC (ALBANY TO MILLEDALE)
OUTCOMES AND OPPORTUNITIES PLAN - SHEET 1 OF 3

- 1. **Project Overview**
- 2. **Project Objectives**
- 3. **Project Benefits**
- 4. **Project Risks**
- 5. **Project Stakeholders**
- 6. **Project Governance**
- 7. **Project Communication**
- 8. **Project Monitoring and Evaluation**
- 9. **Project Reporting**
- 10. **Project Conclusion**



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OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 3

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Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



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Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

JOHN GREGORY CROSS

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

64 CROSSBRIDGE RD, DAIRY FLAT

Telephone:

0275 312628

Email:

crossj@axtra.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

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I or we oppose to the Notice of Requirement

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The reasons for my views are:

Refer to attachment

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Signature of Submitter
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Date

3-12-2023

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Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

Michael William Scott STANBRIDGE

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

49 GRACE HILL DRIVE, RD 2, AIBANY

Telephone:

021 985 635

Email:

mike.stanbridge@Enigma.co.nz

Contact Person: (Name and designation if applicable)

Michael Stanbridge, (self)

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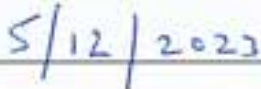
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Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

ANN CATHERINE STANBRIDGE

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

49 GRACE HILL DRIVE, R.D. 2, ALBANY

Telephone: 021-874436 Email: livebell@xtia.co.nz

Contact Person: (Name and designation if applicable)
As above.

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By: Name of Requiring Authority	Waka Kotahi NZ Transport Agency
For: A new designation or alteration to an existing designation	North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

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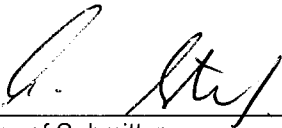
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05/12/2023

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Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

TREVOR MORRISON CHEER

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

66 BAWDEN ROAD, DAIRY FLAT, AUCKLAND

Telephone:

0274957930

Email:

jmcheer@xtrea.co.nz

Contact Person: (Name and designation if applicable)

TREVOR CHEER.

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Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Alistair King and Mrs Julie King

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

6 Kennedy Road, Dairy Flat, Auckland 0792

Telephone: 272566180

Email: thekingz@xtra.co.nz

Contact Person: (Name and designation if applicable)

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- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Julie King and Alistair King
Signature of Submitter
(or person authorised to sign on behalf of submitter)

06/12/2023
Date

Notes to person making submission:

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- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mark Eduard de Jong

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

226 Bawden Rd

Albany, Auckland 0792

Telephone:

Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path **and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd**

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

- I wish to be heard in support of my submission
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Mark de Jong

6/12/2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

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Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

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Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mark Jonathan Smitheram

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

9 Grace Hill Drive

Dairy Flat 0792

Telephone: Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority	<u>Waka Kotahi NZ Transport Agency</u>
For: A new designation or alteration to an existing designation	<u>North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd</u>

The specific parts of the above notice of requirement that my submission relates to are: *(give details including property address):*

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My submission is:

- I or we support of the Notice of Requirement
- I or we are neutral to the Notice of Requirement
- I or we oppose to the Notice of Requirement

The reasons for my views are:

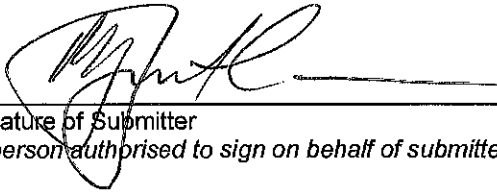
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Signature of Submitter
(or person authorised to sign on behalf of submitter)

December 11, 2023

Date

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Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of “NoR 8 - Dairy Flat Highway” and “NoR 12 - Bawden Rd”

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.

Whilst the storms in January & February this year highlighted the flooding issues around Dairy Flat, they were certainly not isolated issues. This has been recognised by Council with recent advice that they are considering moving the proposed town centre away from Green Road onto the higher ground of Grace Hills.

Intensive development of this area would seem at odds with recent requirements on Councils to be more vigilant regarding development in high risk areas. The argument that these risks can be ‘engineered out’ in the future is a flawed one. No matter how good the engineering is, it will never accommodate future weather risks. In addition all governmental agencies (both central & local) are notoriously poor at maintaining the infrastructure required to manage the risk, therefore when it is needed, it doesn’t work.

- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.

That said, it is becoming increasingly likely that intensification will not be required at all in the foreseeable future. The Medium Density Housing Accords provide many times the requirement for Auckland’s future housing requirements & indeed the amount able to be developed in Dairy Flat.

- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.

- 33.1
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.

In addition, the route has clearly been designed first & foremost for Light Rail. It is clear that the new government, & indeed Mayor Brown, have no intention whatsoever for Light Rail to go ahead. We think the lessons learnt from the financial debacle of the CLR will sit with both local & central government for decades.

- As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- Development of the RTC in Dairy Flat South is environmentally unsafe. We understand some 4,000,000 cubic metres of soil, limestone etc. will need to be removed &/or reinstated to form the corridor. The

carbon footprint of this alone is unconscionable. As a substantial amount of this will be removed from the high points of Grace Hills, there will be significant disruption to my property which borders the construction zone. This will include a very high volume of truck movements, noise, dust & diesel fumes. This disruption will continue for a substantial length of time. There will be NO compensation to us for this disruption as we are technically “unaffected”. But clearly will be affected.

- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- 33.2
- The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed.

By way of example, our neighbouring property is an undeveloped site which will be designated with an NoR, meaning the house that was intended to be built will now not be built. The owner will have no option than to invoke the compulsory acquisition provisions. It is a high value property, likely to exhaust the annual ‘budget’ for acquisition which we understand to be less than \$3,000,000. The buying entity will then have to take on the responsibilities of ongoing maintenance of the property, covenant compliance & other incorporated society requirements including contributing to the costs of the society and to the ongoing maintenance of the common infrastructure.

This process effectively forces affected landowners to become ‘land bankers’ on behalf of the NZTA/AT whether we want to not. The landowners bear all the risk & cost of this activity with no ability to be rewarded for taking that risk. If NZTA/AT are so committed to this project then buy the landowners out NOW so that they can move on with their lives.

Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Trading as FortySouth
Private Bag 92161
Auckland, 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
PO Box 91362
Victoria Street West
Auckland, 1142

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland, 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland, 1010

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the ***Telecommunications Submitters***.

The Proposal:

This is a submission on the following notices of requirement by Auckland Transport and Waka Kotahi NZ Transport Agency for transport projects between Albany and Orewa in North Auckland:

- North Transport Project NoR 1: North: New Rapid Transit Corridor, including a walking and cycling path (Waka Kotahi NZ Transport)
- North Transport Project NoR 2: North: New Rapid Transit Station at Milldale (Waka Kotahi NZ Transport)
- North Transport Project NoR 3: North: New Rapid Transit Station at Pine Valley Road (Waka Kotahi NZ Transport)
- North Transport Project NoR 4: North: State Highway 1 Improvements – Albany to Orewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (Waka Kotahi NZ Transport)
- North Transport Project NoR 5: North: New State Highway 1 Crossing at Dairy Stream (Auckland Transport)
- North Transport Project NoR 6: North: New Connection between Milldale and Grand Drive, Orewa (Auckland Transport)
- North Transport Project NoR 7: North: Upgrade to Pine Valley Road (Auckland Transport)
- North Transport Project NoR 8: North: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (Auckland Transport)
- North Transport Project NoR 9: North: Upgrade to Dairy Flat Highway between Dairy Flat and Albany (Auckland Transport)
- North Transport Project NoR 10: North: Upgrade to Wainui Road (Auckland Transport)
- North Transport Project NoR 11: North: New Connection between Dairy Flat Highway and Wilks Road (Auckland Transport)
- North Transport Project NoR 12: North: Upgrade and Extension to Bawden Road (Auckland Transport)
- North Transport Project NoR 13: North: Upgrade to East Coast Road between Silverdale and Redvale (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to Network Utility Operators and the Land Use Integration Process (LIP).

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed.

The Telecommunications Submitters **oppose** the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The organisations collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also crucial for supporting social and economic wellbeing and measures to reduce travel demand. The services provide opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy.

The equipment used to deliver this is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. The design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable than trying to retrofit necessary telecommunications/ broadband infrastructure later due to disruptions and/ or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows and is outlined in more details viewable in **Appendix A**:

- FortySouth Facility: Telecommunication pole on Loney Track Road crossing above State Highway 1 in NoR 1 (supporting One NZ Network)
- FortySouth Facility: Telecommunication pole off Wilks Road and Aeropark Drive in NoR 4 (supporting One NZ Network)
- Connexa Facility: Telecommunication pole on Silverdale Offramp in NoR 4 (supporting 2degrees Network)

- Connexa Facility: Telecommunication pole off Wilks Road and Aeropark Drive in NoR 4 (supporting 2degrees Network)
- Connexa Facility: Telecommunication pole on 170 East Coast Road in NoR 4 (supporting 2degrees Network)
- Connexa Facility: Telecommunication pole Lonely Track Road in NoR 4 (supporting Spark Network)
- Connexa Facility: Telecommunication pole on Dairy Flat Highway 1700-1616 Route 31 in NoR 8 (supporting Spark Network)
- Connexa Facility: Telecommunication pole on 958 Dairy Flat Highway in NoR 8 (supporting 2degrees Network)
- Chorus has extensive fibre and copper lines networks throughout the project area.
- Mobile operators are progressively rolling out roadside equipment and fibre routes in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. This is especially significant for future development with the introduction of advanced technology such as 5G infrastructure, which will be crucial to transport infrastructure. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a previous example, Spark, 2degrees and Vodafone (now One NZ) had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting, it proved to be very challenging to try to incorporate necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable the development of new network utility including telecommunications infrastructure where practicable to do so¹. While the Telecommunication

¹ East West Link Condition NU2, W2W Condition 24A

Submitters are not asking for the exact same outcomes of these examples, it demonstrates mutual benefits with ease of collaboration, communication and cohesive infrastructure development.

This is reflected in more recent times in two separate occasions earlier this year where Auckland Transport and Waka Kotahi agreed to amend their proposed Network Utility Management Plan (NUMP) conditions to involve network utility operators during the design phase, as well as the inclusion of Land Integration Process (LIP) conditions on Auckland Transport designations. Satisfactory conditions in this regard have been agreed with the requiring authorities in the Airport to Botany and Northwest Transport Projects (aside to an equivalent approach to the LIP condition for Waka Kotahi designations). However, those agreed amendments to the NUMP condition have not been carried through to the Albany to Orewa North NoRs.

All NoRs include a NUMP condition in the general conditions (27 for Auckland Transport, and 23 and 25 for Waka Kotahi), which is not the same as the previously and recently agreed upon NUMP condition wording for the other abovementioned projects. The NUMP conditions used in the North project NoRs do not include the updated clause “(d) *the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) **during detailed design** where practicable.*”

Further, Spark on behalf of the Telecommunication Companies has had more recent discussions with SGA representatives on how to have more effective conditions for the various NoRs packages. An SGA representative suggested that design stage is not an actual stage but is instead progressive. Accordingly, further changes to the amended NUMP clause are now sought as follows:

*“(d) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) **during the further project stages including detailed design** where practicable.”*

This revised wording is proposed to assure the telecommunication companies has the opportunity to be continued to be involved for future project stages.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This enables proper consideration of making provision for communications infrastructure that support the function of the roads and/or serves adjacent growth. This

should be a consideration distinct from protecting or relocating existing network utilities affected by the project which has previously been the focus of conditions to manage network utilities.

Whilst the LIP condition on Auckland Transport 's proposed designations now matches changes agreed on the other projects, there is still no equivalent process for the proposed Waka Kotahi designations in this project to ensure the various telecommunications network providers are properly identified and engaged at relevant project stages.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design.

The Assessment of Environmental Effects (AEE) for each notice sets out the relevant utility providers who have assets within and around the proposed designations and is listed in the Network Utility Effects section. However, none of the Telecommunication Submitters are listed within the affected Utility Providers despite having existing infrastructure within and around the proposed designated boundaries. Spark is mentioned once as having provided written feedback as part of "previous engagement." Therefore, it is a concern that they various interest companies will not be consulted as part of the NUMP development.

Spark and One NZ operate mobile phone/wireless broadband networks that are often located on facilities located in or adjacent to roads, while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g., their poles) to Connexa who are also acquiring the fixed assets of 2degrees, and similarly One NZ has sold its fixed mobile assets to Aotearoa Towers Group (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition for the Waka Kotahi designations is proposed to provide more clarity on which telecommunications/broadband operators may be affected and to enable an engagement process to be established as the projects advance. This is not required for the Auckland Transport conditions given the LIP condition.

Land Use Integration Process (LIP)

Auckland Transport included a satisfactory LIP condition within their NoR's which are listed below. This reflected their previous requested changes to clause (f) and (f)(iii) and agreed upon for the Airport to Botany and Northwest Projects NoRs.

However, the following NoR's lodged by Waka Kotahi did not include LIP conditions:

- North Transport Project NoR 1: New Rapid Transit Corridor, including a walking and cycling path (Waka Kotahi NZ Transport)
- North Transport Project NoR 2: North: New Rapid Transit Station at Milldale (Waka Kotahi NZ Transport)
- North Transport Project NoR 3: North: New Rapid Transit Station at Pine Valley Road (Waka Kotahi NZ Transport)
- North Transport Project NoR 4: North: State Highway 1 Improvements – Albany to Orewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (Waka Kotahi NZ Transport)

The exclusion of LIP conditions creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. This may compromise effective collaboration, cohesiveness, and proper exploration of opportunities with regard to future infrastructure requirements being integrated into these projects. The Telecommunication Submitters are seeking relief in the form of satisfactory LIP conditions (equivalent to the Auckland Transport conditions) to be included within the four Waka Kotahi NoRs, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters, or an advice note to the NUMP condition to clearly identify the current major network providers operating fibre and mobile phone/wireless broadband networks.

The Telecommunications Submitters seeks the following decision from the Requiring Authorities:

Amend the NUMP condition for each notice of requirement, as follows:

Network Utility Management Plan (NUMP)

(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.

(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:

(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;

- (ii) protect and where necessary, relocate existing network utilities;*
 - (iii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and*
 - (iv) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.*
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.*
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during the further project stages including detailed design where practicable.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner*

Add an advice note to the NUMP condition for the Waka Kotahi designations unless a Land Integration Process (LIP) condition or similar is added in the alternative:

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a LIP condition equivalent to that proposed for the Auckland Transport designations, or any alternative mechanism ensuring there is a process for the project teams for the Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in purple ink, appearing to be 'Chris Horne', written over a light blue horizontal line.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 12 December 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Appendix A

Impacted Telecommunication Facilities

Telecommunication Sites Impacted

FortySouth

NoR 1 – North: New Rapid Transit Corridor, including a walking and cycling path (Waka Kotahi NZ Transport)

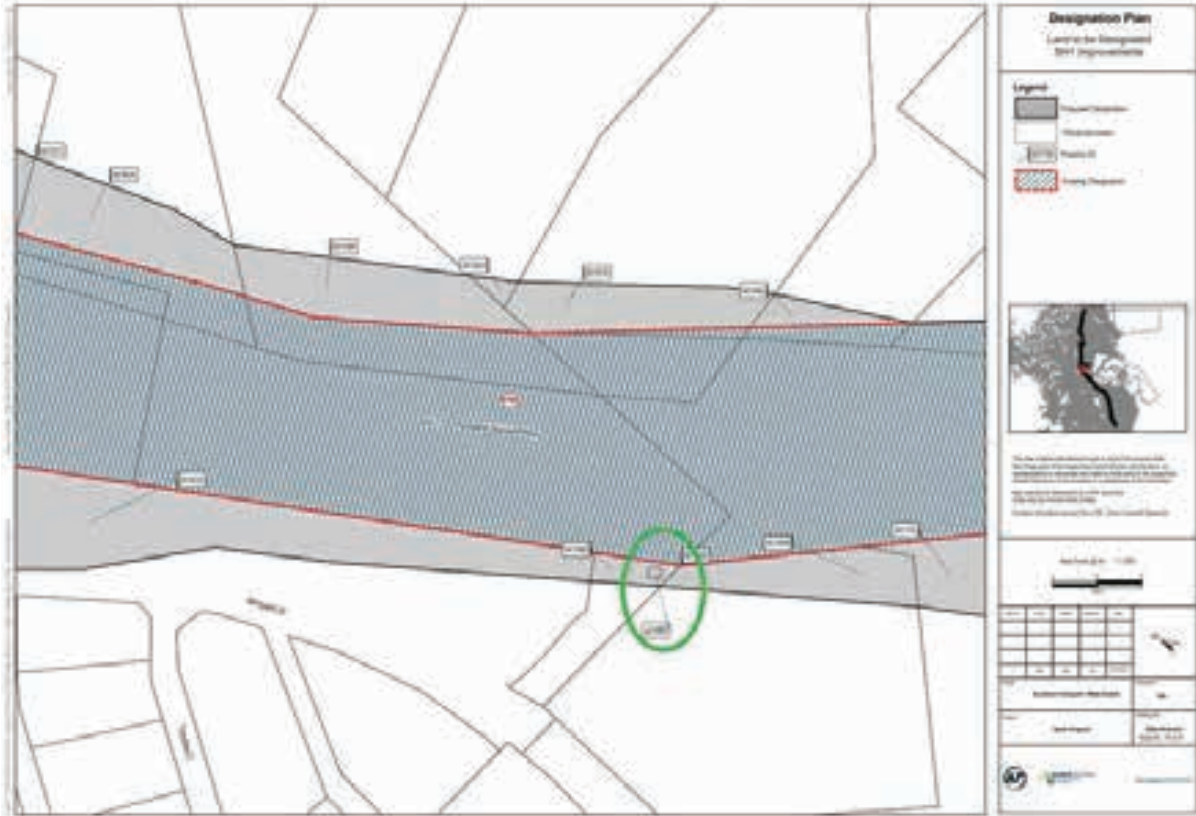
- Pole located on Lonely Track Road Bridge crossing above State Highway 1 (supporting One NZ)



NoR 4 – North: State Highway 1 Improvements – Albany to Orewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (Waka Kotahi NZ Transport)

- Pole located off Wilks Road and Aeropark Drive (supporting One NZ)





Connexa

NoR 4 – North: State Highway 1 Improvements – Albany to Orewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (Waka Kotahi NZ Transport)

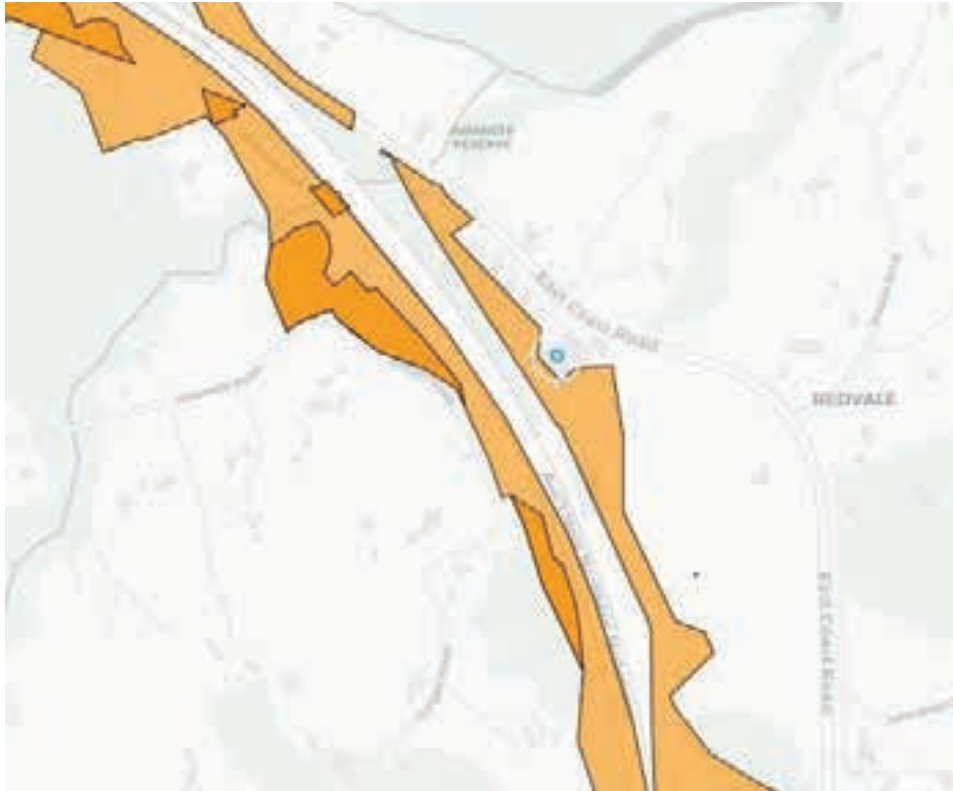
- Telecommunication pole on Silverdale Offramp (supporting 2degrees Network)



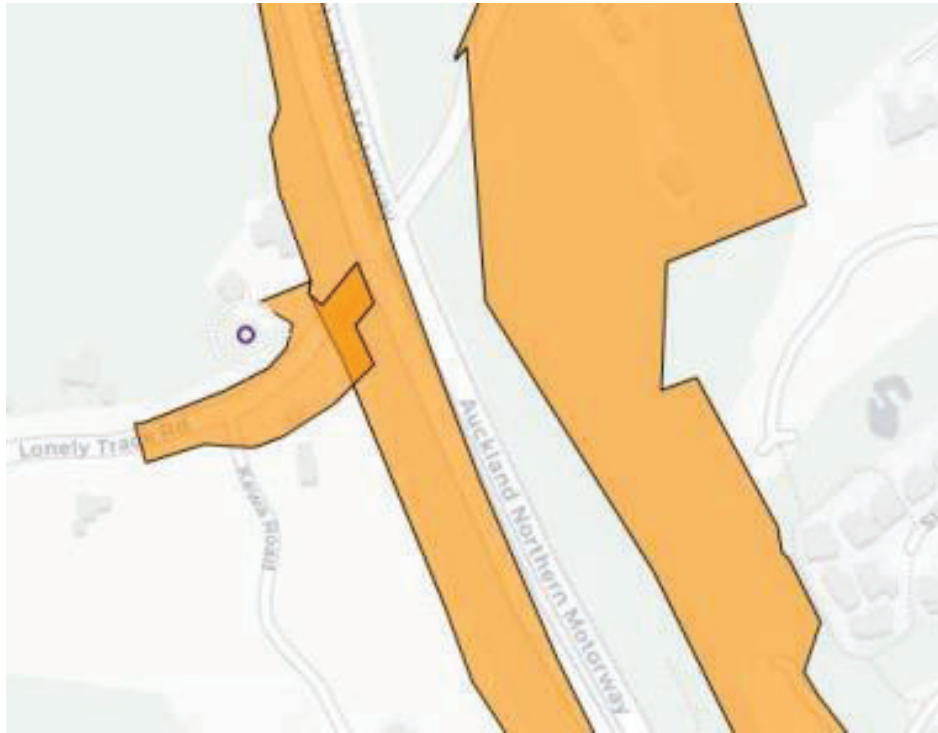
- Telecommunication pole off Wilks Road and Aeropark Drive (supporting 2degrees Network)



- Telecommunication pole on 170 East Coast Road (supporting 2degrees Network)



- Telecommunication pole on Lonely Track Road (supporting Spark Network)



NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (Auckland Transport)

- Connexa Facility: Telecommunication pole on Dairy Flat Highway 1700-1616 Route 31 in NoR 8 (supporting Spark Network)



- Connexa Facility: Telecommunication pole on 958 Dairy Flat Highway in NoR 8 (supporting 2degrees Network)



12 December 2023

P O Box 102 000
North Shore
Auckland 0745
T: 021 428 601
E: deancrowle@gmail.com

Planning Technicians
Plans & Places
Auckland Council
Private Bag 92300
Auckland 1142

Sent by email to: unitaryplan@aucklandcouncil.govt.nz

Copy sent to: Auckland Transport - submissions@supportinggrowth.nz

Submission

Re: NoR 1, NoR 12 – Owner ID: 302869 - Affected Property - 77 Bawden Road, Dairy Flat

We are writing regarding the letter we received from Auckland Council dated 13 November 2023 which advises that we are to make a submission if we disagree with the proposal to lodge a Notice of Requirement (NoR) against our property. We set out below our objection to the proposed NoR.

1. Timeline for future Works

- 35.1 The timeline for proposed future works is some date beyond 2050. It is not funded, and extensive work is still to be carried out to see if a transport corridor or high density building in Dairy Flat is feasible given low-lying areas which are subject to flooding and alternative options are available. Regardless of any runoff ponds or detention areas as indicated in the proposal, all water run off must eventually connect to the local streams which in turn connect to the sea. We have noted over the 16 years of residing here that when flooding and high tides align there is simply nowhere for storm water to run to.

Please note, we are not against future development of the area, just the timeframe and uncertainty around what is being proposed and the impact this will have on our property, as outlined below.

Objection:

We object to a NoR being lodged on our property as this will immediately affect our property value due to uncertainty about what is happening in the area as decisions are over a quarter of a century away. As we are older homeowners, we are currently planning to sell our property. We have already experienced a reluctance for buyers to consider buying in our area as a result of the published proposal and the potential impact on values and disruption going forward. We are concerned that the premature lodgment of a NoR will immediately

impact our property value where there is no necessity to restrict land availability until such time as there is certainty of both a confirmed plan and allocated funding.

Our Proposed Resolution

Cease the lodgment of a NoR on our property until the Auckland Council has decided what is to progress in Dairy Flat. Presently there is too much uncertainty along with a lack of funding to progress anything.

2. Area designated in the Proposed NoR on our Property

Objection:

We object to the designated area of the NoR as follows:

- 35.2
- a) The NoR designated area predominately covers two large ponds we had to put in to satisfy council of our water catchment prior to residue discharging into a stream. A hydrological neutrality report was prepared by Hutchinson Consulting at our expense to mitigate water run-off and management. As a result of this report, and to satisfy Council of a sound water management plan we developed the above ponds surrounded by native planting that currently hosts a variety of bird life and native eels and frogs. There are also large earth buns that face the road that contain our sewage drip lines and create a sound barrier from the road noise. These measures prevented our property from flooding during the severe cyclones earlier this year.
 - b) Both Rob Mason (SG Engineer) and Paige Rundle (SG Engagement Manager) who were both present at the public drop-in meeting confirmed that they were not aware of the existence of these ponds and recommended bringing this to your attention in our submission.
 - c) Any encroachment into the above area will therefore severally impact both our storm water management, sewage management, and the native planting and wildlife that has been established.
 - d) In our view, the above area is therefore not suitable for earthworks only to achieve a footpath that will be placed on our land. All our land is flat and in speaking to one of your Engineers (Rob Mason) at the organised information event in Albany he advised that:
 - 1. The road is not changing from its current height.
 - 2. The area proposed to be taken is to the double lines (as indicated below), which is the width of a footpath.

Below is the area being designated under the NoR with the Ponds marked.



There are ponds on both sides of the driveway with earth buns on the roadside. NoR designated area is mainly in the ponds which are reasonably deep.

Earth buns

The front of our property is flat.

Our Proposed Resolution

We understand that this designation was made without a site visit. We therefore consider it is important to arrange a site visit with us so you can assess firsthand the reasons why we feel that the designation of the NoR is unreasonable and unnecessary in the circumstances, as defined in the above photo and should be moved back to at least the boundary of the footpath.

We note that the proposed NoR to be lodged on our neighbours property across the road from our property is sufficient to cater for machinery as the proposal for this area will include the addition of a water catchment pond. This area is currently undeveloped and will have far less impact than the proposal for our property.

We are happy to consult on these matters with your officials.

Yours sincerely

Dean Crowle & Denise Pedersen
77 Bawden Road, Dairy Flat

Please address all correspondence to either the P O Box or the email address stated above.



13 December 2023

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

*Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991
FORM 21*

Submitter details

Organisation	QEII National Trust (QEII)
Contact Person	Kate Lindsay
Email Address for Service	KLindsay@qeii.org.nz
Address	PO Box 3341 6140, Wellington
Phone	04 474 2133

This is a submission on a notice of requirement:

By: Waka Kotahi (NZTA) and Auckland Transport (AT)

For: A new designation or alternation to existing designation.

1. North: New Rapid Transit Corridor, including a walking and cycling path **(NoR 1)** – Waka Kotahi
2. North: New Rapid Transit Station at Milldale **(NoR 2)** – Waka Kotahi
3. North: State Highway 1 Improvements – Albany to Ōrewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 **(NoR 4)** -Waka Kotahi
4. North: Upgrade to Dairy Flat Highway between Dairy Flat and Albany **(NoR 9)** – Auckland Transport

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

1. 161 Ahutoetoe Road, Pine Valley – QEII covenant 5-02-517
2. 335 Dairy Flat Highway – QEII covenant 5-02-623

We are **neutral** to the Notice of Requirement.

We **do not** wish to be heard in support of our submission.

Kate Lindsay
Signature of Submitter

Submission

1. QEII Trust is a statutory non-government organisation, established in 1977. Our mission is to inspire private landowners to protect and enhance open spaces of ecological and cultural significance. We do this by partnering with landowners to place open space covenants on areas with high open space value (mainly indigenous biodiversity) on private land.
2. As the perpetual trustees of open space covenants (OSC), we have an important role to play in supporting and advocating for the ongoing stewardship and protection of these areas.
3. We're commenting on the Notice of Requirements identified above as they relate to two OSCs; 5-02-517 and 5-02-623, both of which are now owned by Auckland Council.
4. We met with Te Tupu Ngātahi Supporting Growth Alliance in September 2022 to discuss the proposed developments and designations for transport infrastructure in the area, and potential impact to QEII covenants. We thank the group for engaging with us at this early stage.
5. Alteration to Existing Designations – NoR 4
NoR 4 outlines alterations to existing designations, including narrowing the designation corridor to **no longer intersect** with QEII covenant 5-02-517. The original proposal to intersect with the covenant was discussed in the meeting referred to above, where QEII expressed concern about negative impacts to the covenant and outlined that the Public Works Act would be required to compulsorily acquire this land, should the designation proceed as originally planned. **We strongly support the proposed altered designation to no longer intersect with the covenant.**
6. Impact to covenants from adjacent development
As above, the designations included in the NoRs directly adjoin two QEII covenants.

36.1

There is potential for the development within these designation corridors to adversely impact the protected values in these covenants. Through the resource consent process, we would like to see careful consideration given to activities that may impact the covenants – edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of indigenous vegetation. Any activity that will impact the covenants (e.g. stormwater run-off) will require our consent.

We would like to be involved in the development of any Ecological Management Plans (EMPs), for the two QEII covenants adjacent to these NoRs, such as to address the presence of long tail bats at 161 Ahutoetoe Road (Kathy's Thicket). Any work in the QEII covenant areas will require consultation with us, we will need to see and approve any ecological reports for work conducted in the covenants.

Both covenants contain kauri, so proposed earthworks will need to take biosecurity measures into account during the construction and management phases and reducing sediment run off will be important for reducing spread of kauri dieback in the vicinity.

7. Comments in relation to 5-02-517 (Kathy's Thicket, 161 Ahutoetoe Road)
We're supportive of the buffer planting suggested in the Appendix F – Assessment of Landscape Natural Character and Visual Effects (1 of 2) to reduce potential edge effects on the QEII

covenant 5-02-517. We'd expect that any weed control proposed to occur in the designation corridor would extend into the edge of the QEII covenants to reduce impacts of the proposed works.

We would also like to know how the covenant edge will be delineated pre and post construction to ensure that the construction remains in the designation corridor and no encroachment occurs within the QEII covenant, as outlined on the General Arrangement Plans for the relevant NoRs.

The AEE document identifies trees within 5-02-517 Kathy's Thicket that will be included in the Tree Management Plan – site 105. While the covenant is no longer in the designation boundary, QEII would like to be involved and will need to consent to any works occurring within the covenant boundary as part of the Tree Management Plan.

8. 5-02-623 (335 Dairy Flat Highway) – NoR9

We support the shortening of the passing lane to reduce impacts on the QEII covenant and the proposed placement of the cycleways to the east, avoiding the QEII covenant. Given this is a public reserve (currently closed due to kauri dieback) we advocate for maintaining appropriate access from the Dairy Flat Highway, in consultation with Auckland Council. We expect this information to be covered off in the detailed plans.

9. We seek the following recommendation or decision from the Council

- Support exclusion of QEII covenants from the project designations.
- Any work that will impact QEII covenants will require our consent.
- We would like to see careful consideration given to activities that may impact the covenants – edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of indigenous vegetation. Given presence of kauri in both covenants, biosecurity measures will be required during construction to manage and reduce spread in the area.
- We want to see any Tree Management Plans and Ecological Management Plans that relate to QEII covenants 5-02-517 and 5-02-623.

**Submission for “NOR1 – Rapid Transit Corridor (RTC) Project”
and “NOR3 – New Pine Valley East Station and Associated Facilities”**

by YoungJin Seo & JeaHoi Noh

36 Old Pine Valley Road

11/12/2023

Order

1. Introduction

1.1 Introduction and Current Status of the Property.

2. Opposition to NOR1 and NOR3.

3. History of RTC Plans and Procedural Issues.

3.1 Procedural Issues from the Public Interest Perspective, Problems in Collecting Citizen Opinions.

3.1.1 One-Time Community Briefing Dissatisfaction.

3.1.2 Challenge in Assessing Altered Route Without Comparative Information.

3.1.3 No Cost and Construction Time Analysis for Revised vs. Previous Routes.

3.1.4 Problems with Joint Notification of the 13 NORs.

3.2 Suggestions for More Public Hearings.

3.3 Issues from the Perspective of Private Landowners.

3.3.1 Problems in Gathering Public Opinions on the New Bus Route (Indicative) (2022 Survey).

3.3.2 Problems with the Investigation of Our Land (November 2022).

3.3.3 Issues in Notifying Us of the Designation Map and Problems in the Related Meeting Process.

3.3.4 Problems with Requesting Relevant Documents and NZTA's Responses.

3.3.5 Lack of Time to Review Technical Documents and Issues in Not Receiving Expert Assistance.

4. Issues and Alternatives for NOR1.

4.1 Construction along the Highway.

4.1.1 Efficient and Time-Saving Initial Plans.

4.1.2 Economical Construction Costs and Minimal Land Acquisition.

- 4.1.3 Utilization of Two Existing Arterial Roads.
- 4.1.4 Redundancy in RTC's Bicycle Paths.
- 4.2 Specifically Opposing the Route Returning to Pine Valley.
 - 4.2.1 Supporting the RTC Pre-2019 Plan as an Alternative HBL Approach.
 - 4.2.2 Lack of Logic in Diverting to Pine Valley from Wilks Road.
 - 4.2.3 Uncertainty in Pine Valley Area Development.
- 4.3 Opposition to the RTC Route Penetrating Our Land and Relevant Opinions.
- 4.4 Conclusion for NOR1
- 5. Issues and Alternatives for NOR3.
 - 5.1. Nullification Due to Insufficient Investigation for Designation.
 - 5.2 Bus Stations Should be Designated on the Outskirts of the Structure Plan.
 - 5.3 Hibiscus Coast Bus Station.
 - 5.4 Issues with the Scale of Bus Stations.
 - 5.5 Problems with NZTA's Optioneering (MCA).
 - 5.6 Considerations for Optioneering (MCA) Variables from Our Land.
 - 5.7 Problems with Bus Station Designation in the Nearly 30-Year Long-Term Plan.
 - 5.8 Conclusion for NOR3.
- 6. Other Issues.
 - 6.1 Development Issues around Bus Routes.
 - 6.2 Problems with the Designation Method as a Route Protection Method.
 - 6.3 Issues and Limitations in the Application of the Designation Method as a Bus Station Protection Method.
 - 6.4 Mental and Anticipated Physical Damages.
- 7. Conclusion.

1. Introduction

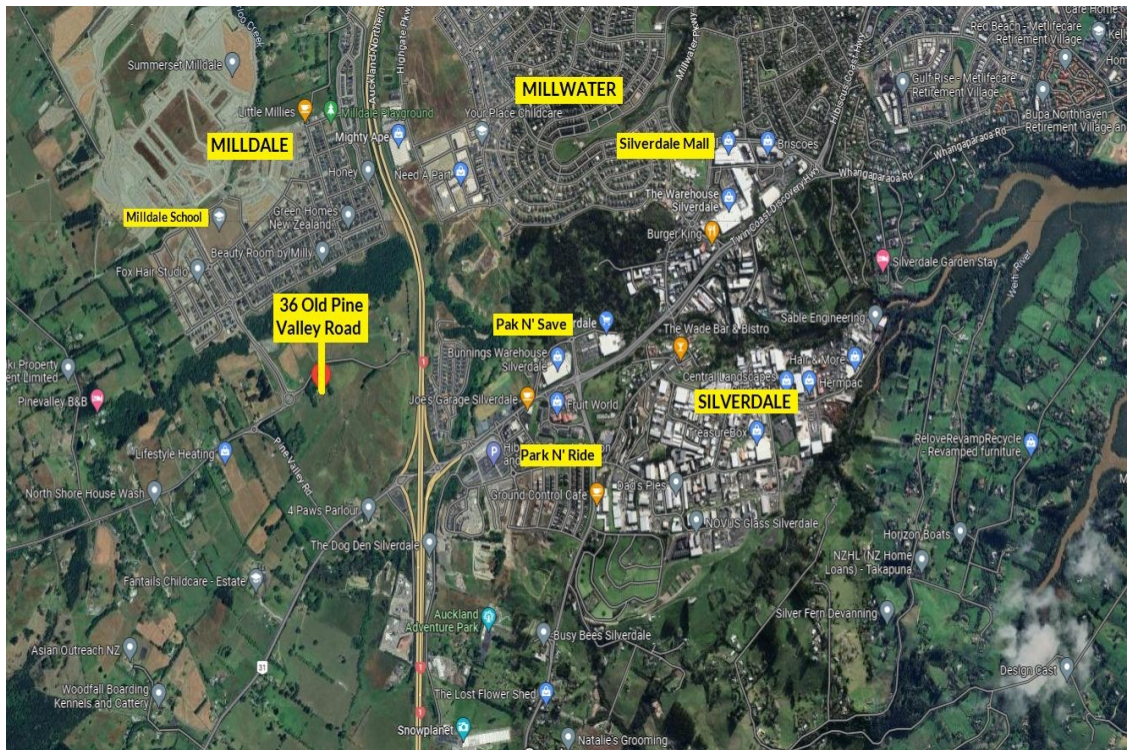
We are Seo Youngjin and Noh Jaehoe, a married couple. First, we would like to express our gratitude to the officials and experts who have been attentive to our opinions and have effectively communicated with us through the server submission. We purchased 36 Old Pine Valley Road in 2003 and have been residing there since, raising our two children as citizens. Before moving here, we lived in Orewa and have been happily enjoying the pleasant charm of the Rodney area every day. Our home sits on approximately 6.6 hectares of land with a garden of around 4 acres. Over the years, we have raised various livestock such as cattle, sheep, horses, pigs, goats, geese, ducks, chickens, and turkeys, creating many cherished memories.

As an ordinary citizen, I hope for understanding regarding my limited proficiency in expressing myself in professional or common language related to urban development. I appreciate your consideration in reading with that in mind.

1.1 Property Introduction and Current Status

36 Old Pine Valley Road is located in an area known as Pine Valley East, in close proximity to the Silverdale Interchange. It is also adjacent to the Milldale Suburb, currently under development, and is classified as a potential Light Industrial zone in Stage 1 of the Silverdale West Structure Plan announced by the Auckland City Council. Furthermore, the infrastructure, including water and sewage systems, has been installed up to our property boundary.

(Image1 : Describing my house(36 Old Pine Valley rd using Google Maps aerial photos.)



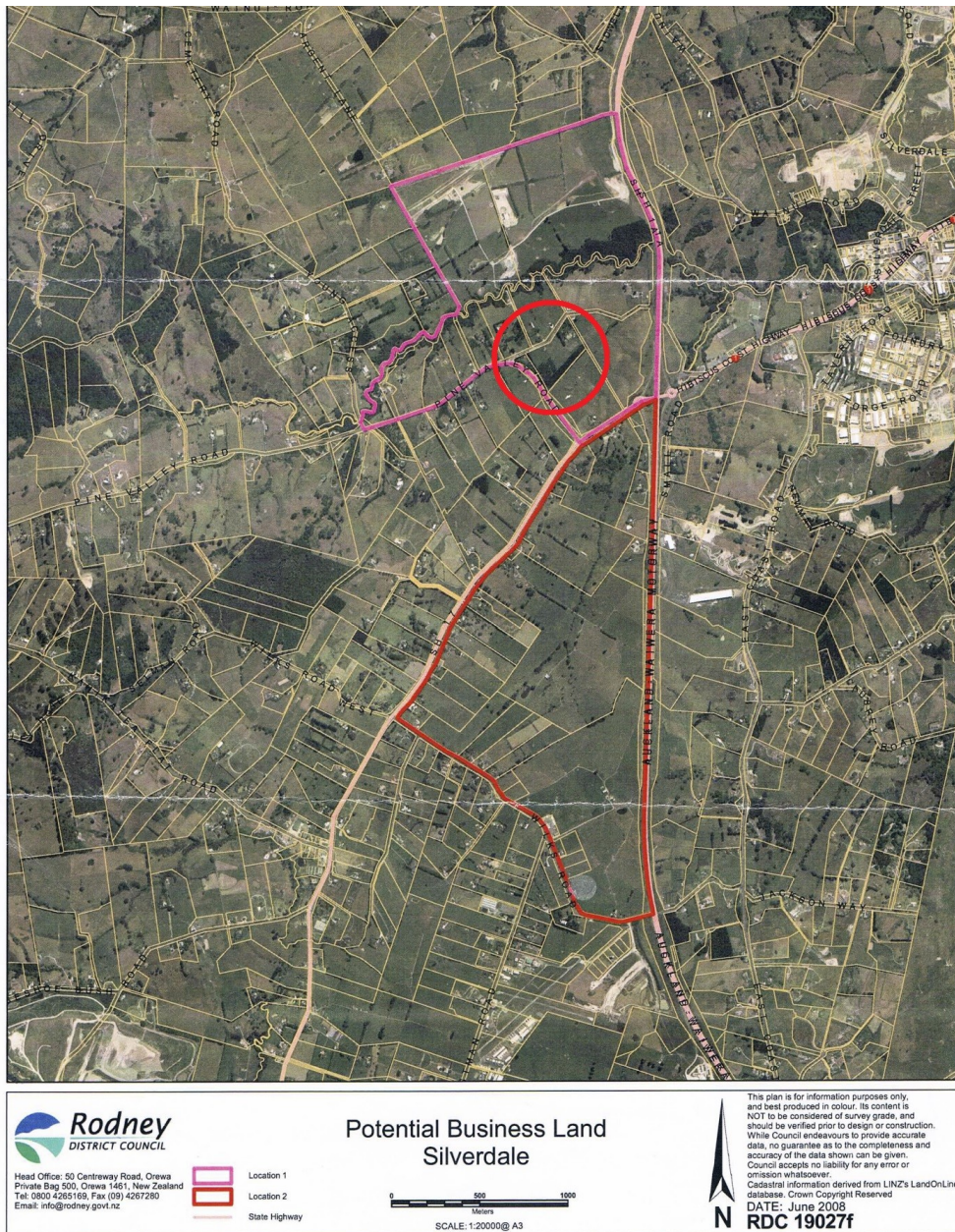
(Image2: Captured images of my house and its surroundings using a drone.)





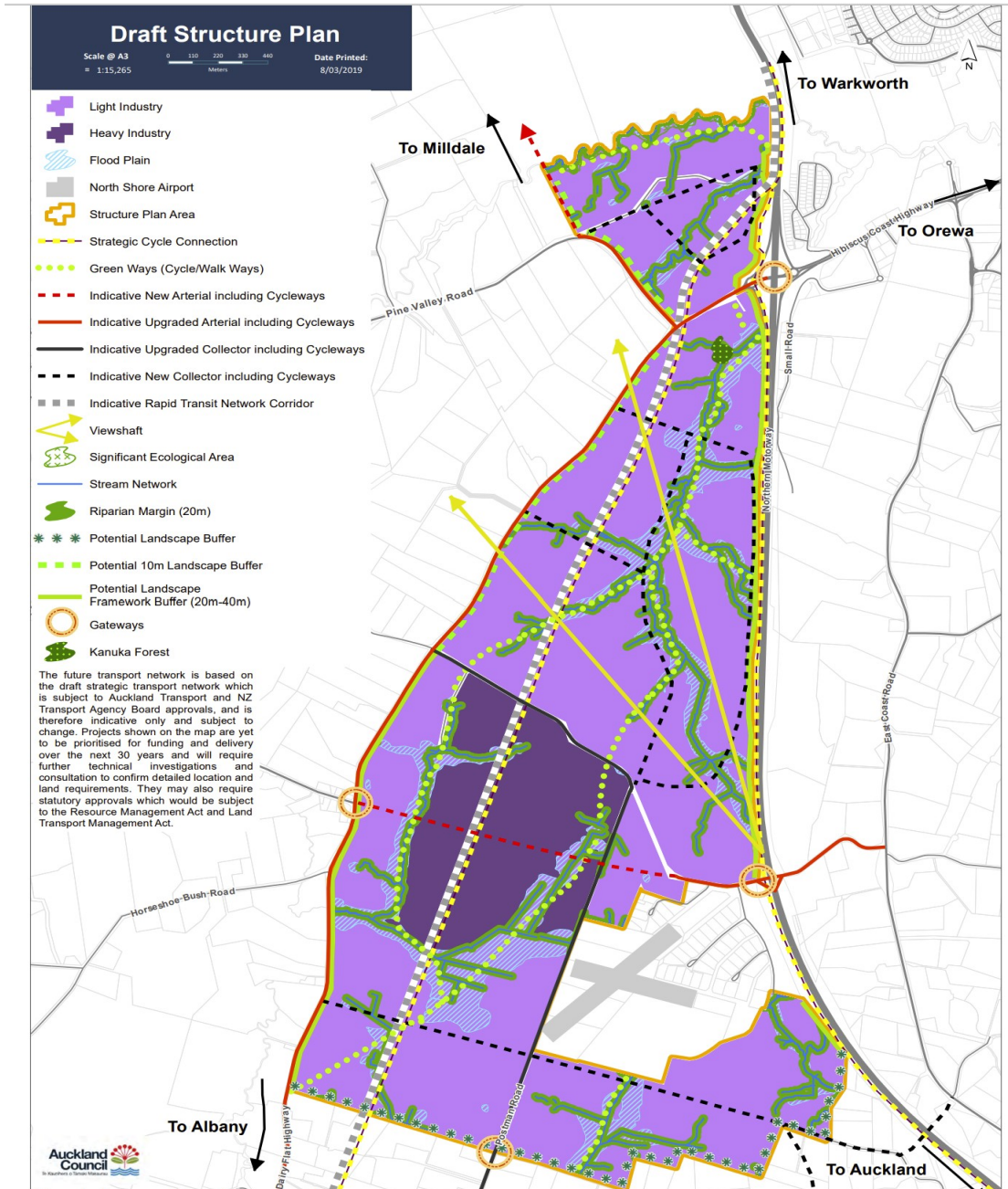
In 2008, the Auckland Council notified local landowners in Pine Valley East of their plans to designate the area as a Business Zone in the future. This communication included information about the development schedule, methods, and other relevant details.

(Image3: Received an image in 2008, indicating future business zone development for our land.)



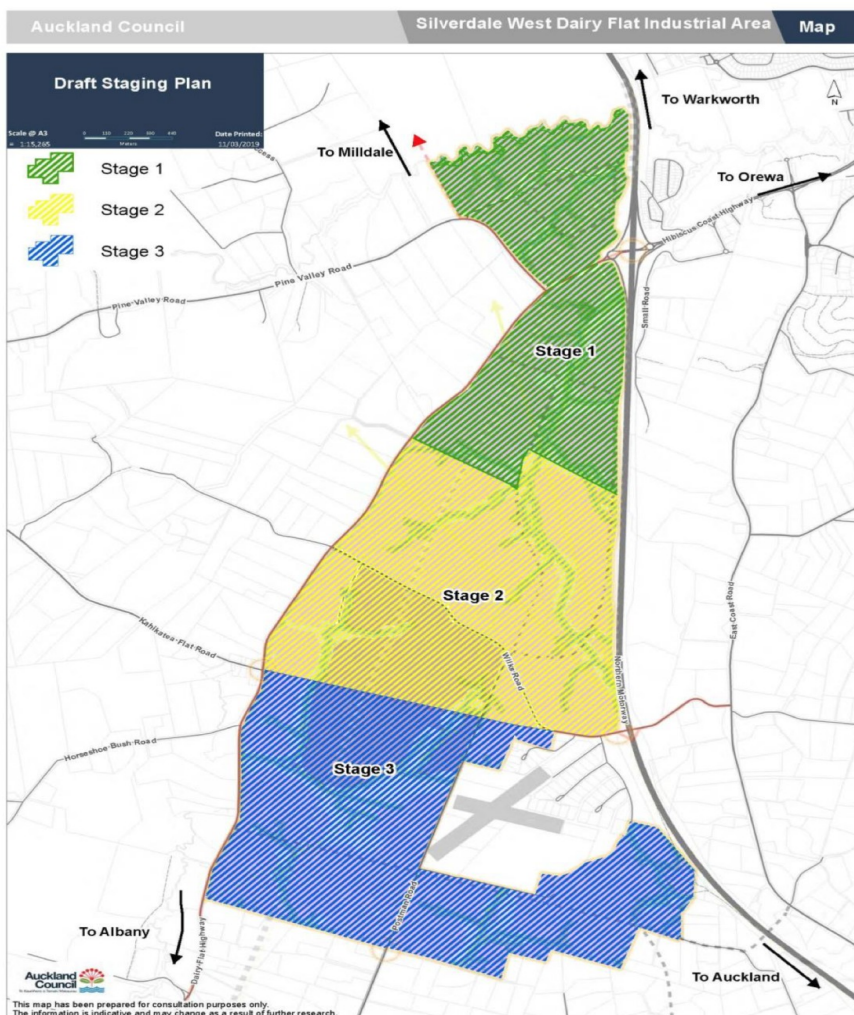
In 2019, the Auckland Council announced the Silverdale West Dairy Flat Industrial Area Structure Plan.

(Image4: Auckland Council's 2019 Silverdale West Dairy Flat Industrial Area Plan.)



The Auckland Council announced plans to rezone the 'Stage 1 Light Industry' area, including our land in Pine Valley East. This was part of the Silverdale West Dairy Flat Industrial Area Structure Plan, and detailed information, including specific plans for funding, infrastructure construction, and other aspects, was provided. This information was particularly outlined in the document titled "Key Changes of Silverdale West Dairy Flat Industrial Area Structure Plan," released in May 2020. " Next steps: The council will prepare a plan change to rezone the land in Stage 1 light industry. This work is starting now, but until the impacts of the Covid 19 situation are clearer we are uncertain about when this may be publicly notified under the Resource Management Act 1991 for submissions."

(Image5: Staging plan in the structure plan.)

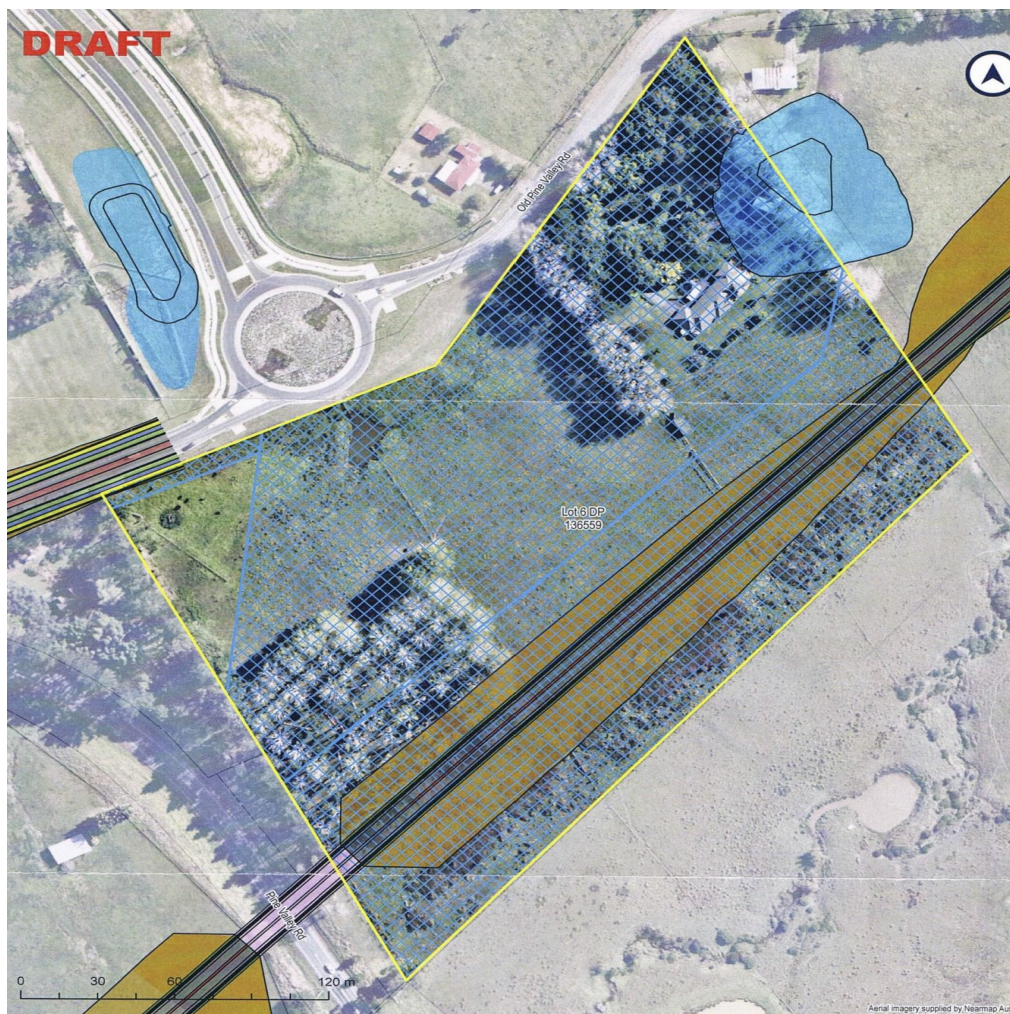


So far, we have provided a brief overview of our family and our local area. With this background information in mind, we would appreciate it if you could take the time to read my submission. Thank you.

2. Opposition to NOR1 and NOR3

In the main body of this text, I will provide a detailed explanation, but we are directly affected by the Bus Rapid Transit (NOR1) and Bus Station (NOR3). In fact, almost the entire 6.6 hectares of our land is being designated under the Designation. We strongly oppose these plans, not only from a public interest perspective but also from the standpoint of our family.

(Image : designation map on 36 Old Pine Valley Road)



Firstly, there are procedural issues with NZTA, which I will explain in detail later. As key stakeholders, NZTA did not inform us of these plans last year, no investigation was conducted on our land, and the information provided in response to our requests was

meaningless. Additionally, during two meetings, they failed to provide sincere responses beyond basic information available on the internet. NZTA consistently evaded answering questions, suggesting that if we have concerns or questions, we should review the NOR documents they created during the submission stage.

This highlights numerous procedural issues, lack of transparency in information provision, and a lack of communication. Despite informing NZTA of various challenges we face and factors to consider in the selection of the bus station location, we received no response. Through this submission, I will explain our opposition to NOR1 and NOR3.

3. History of RTC Plans and Procedural Issues

Before discussing procedural issues, it is important to note that the Rapid Transit Corridor (RTC) plan, specifically the Bus Rapid Transit (BRT) route connecting Albany and Orewa, has been under discussion and announcement for a considerable period. The data I have related to this dates back to 2013. From 2013 to 2021, the materials presented consistently depicted the bus rapid transit corridor along the highway. The concept involved constructing a bus-only road along the highway, creating bus stations, and connecting various feeder buses to passenger hubs like Park n Ride stations.

However, my understanding is that from around 2020, the RTC route was altered to pass through the Dairy Flat area. Ultimately, the RTC route announced by NZTA last year was further changed to return to the Pine Valley area, deviating from the originally planned route closer to the existing highway.

The issue here is the significant alteration of the RTC (bus rapid transit corridor) route that had been announced and reasonably established for over a decade. In particular, the bus rapid transit route has been redesigned to change direction from Wilks Road to the Pine Valley area, moving further away from the highway. The image below is from the materials NZTA announced in 2013, and it is likely that there were many materials outlining the bus rapid transit route to Silverdale even before that time.

(Image6: the bus-exclusive lane designed along the highway announced in 2013)

A conceptual transport network for Silverdale is shown below:

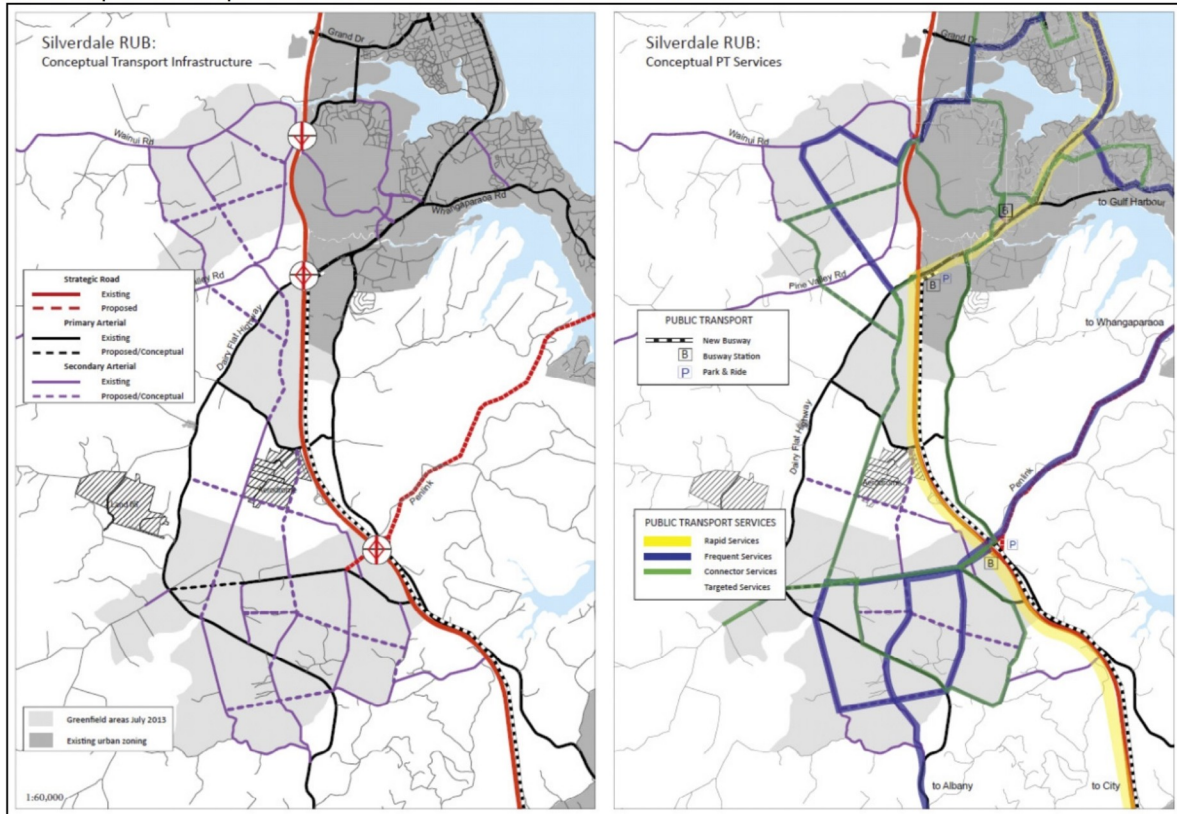


Figure 11 - Conceptual Transport Network for Silverdale

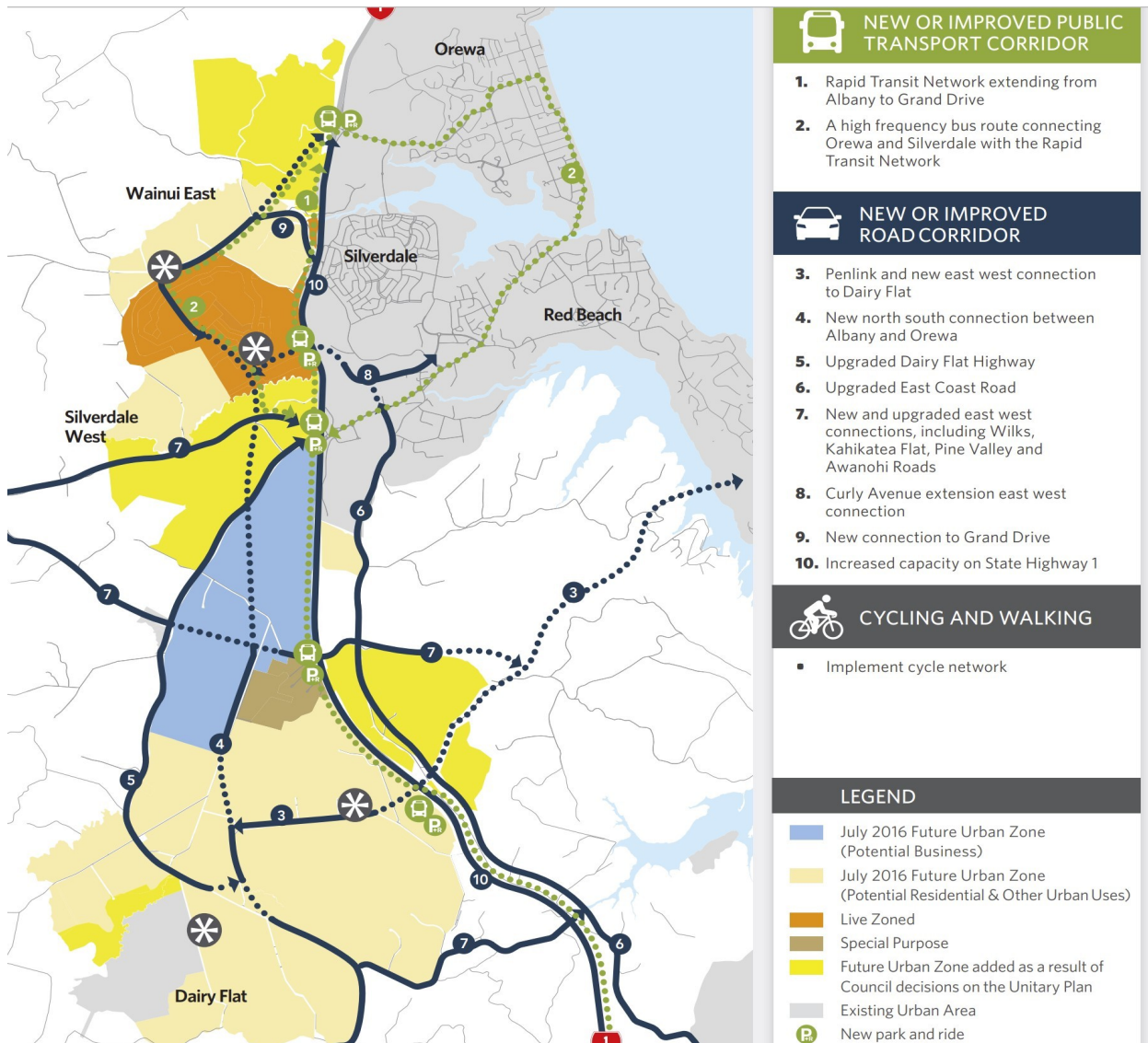
Joshua Arbury
 Principal Transport Planner
 Auckland Strategy & Research Department
 Auckland Council



The bus route announced by NZTA in 2013 was designed to follow the right-hand lane (East) of the highway. You could see a direct path connecting Albany Bus Station, starting from Albany, to the current location of the Hibiscus Coast Bus Station (with Park & Ride) in Silverdale.

Subsequently, there were several announcements of bus routes, and the route around 2017 is outlined below.

(Image 7 : RTN(the bus-exclusive lane) designed along the highway announced in 2017)



Even in the material presented by NZTA, you can observe that the Rapid Transit Network (bus rapid transit corridor) and bus stations from Albany to Orewa are designed along the left-hand lane (West) of the highway. This design is consistent with the route and bus station layout of the bus rapid transit corridor, and it is noticeable in materials from before 2017 as well.

(Image 8: the RTN (Bus Rapid Transit) passing through the Dairy Flat, announced in 2019)

JULY 2019
 Projects described in these maps have been identified by indicative business cases and will require further technical investigation, engagement with communities and landowners and statutory approvals before their final detail, location or land requirement is confirmed. They are also yet to be prioritised for funding for delivery over the next 10-30 years.

NEW RAPID TRANSIT CORRIDOR 

1 Rapid Transit corridor extending from Albany to Milldale via new growth area

NEW OR IMPROVED PUBLIC TRANSPORT CORRIDOR 

2 Bus shoulder lanes from Albany to Silverdale (interim)
 3 High frequency bus route connecting Orewa and Silverdale with the Rapid Transit corridor

NEW WALKING AND CYCLING CORRIDOR 

4 Strategic walking and cycling corridors

NEW OR IMPROVED TRANSPORT CORRIDOR 

5 Additional managed motorway capacity between Albany and Silverdale interchange
 6 Signalisation of Silverdale Street and Hibiscus Coast Highway intersection (with safety treatment) and improvements to Wainui Road for buses
 7 New connection between Milldale and Grand Drive
 8 Upgrade Pine Valley Road, Wainui Road, Dairy Flat Highway and Bawden Road to urban standards including walking and cycling
 9 Improved Silverdale interchange
 10 New connection from Dairy Flat Highway to Penlink via Jackson Way
 11 New connection between Bawden Road and SH1

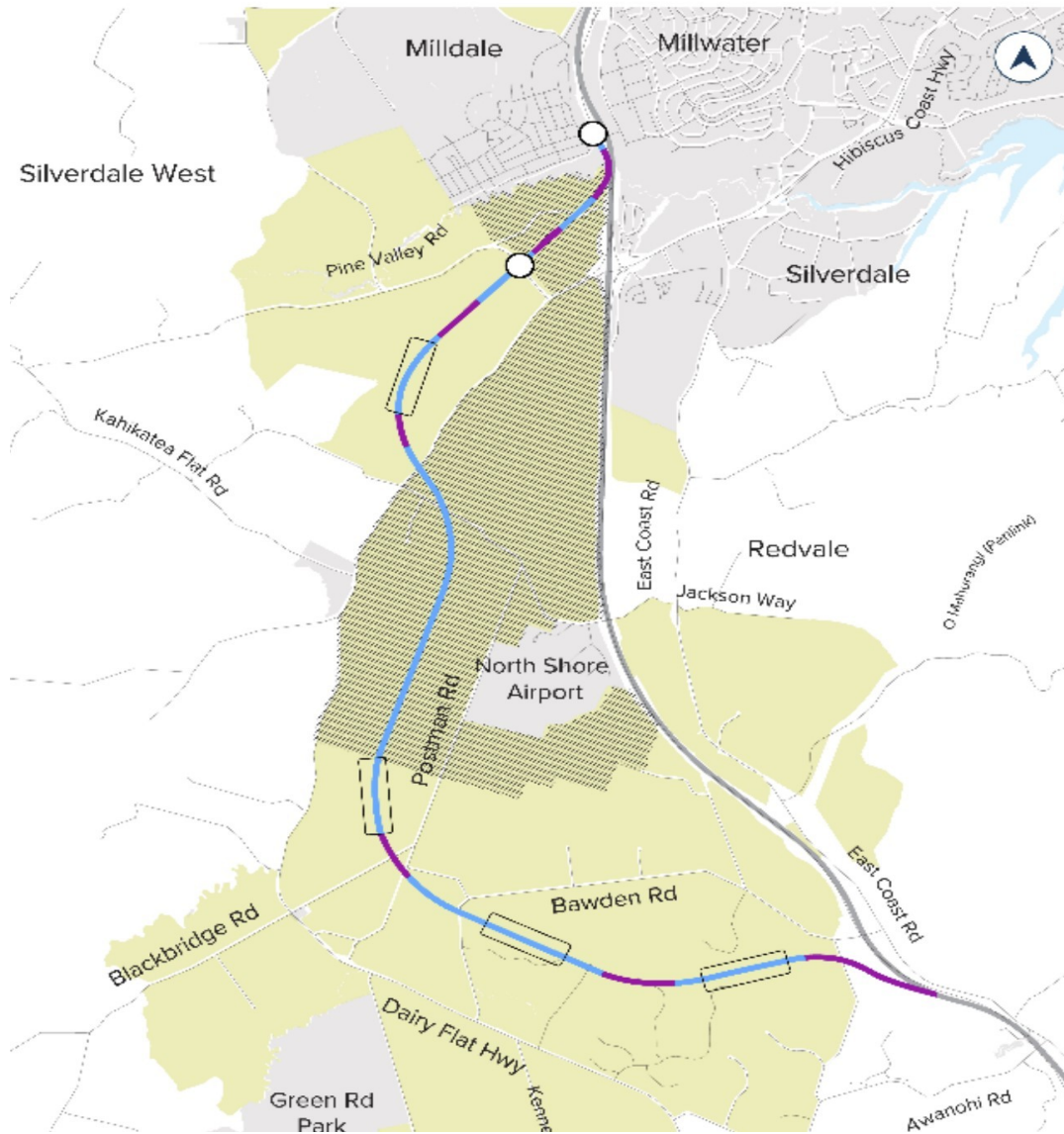


In the material from NZTA in 2019, the Rapid Transit Corridor (bus rapid transit corridor) was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd). However, upon reaching the Dairy Flat area at Bawden Rd, the design shifts away from the highway, penetrating the center of the Dairy Flat area. Subsequently, as it approaches the Silverdale area, it moves closer to the highway again and is designed to follow the highway all the way to Orewa.

The previously presented Rapid Transit Corridor (RTC) concept, which followed the highway from Albany to Orewa, has deviated from that approach and now features a design that traverses Dairy Flat.

- In the current NOR1, the document describes the New Rapid Transit Corridor ('Indicative Corridor Assessment (IBC phase)'), stating that it commenced in 2019. However, prior to this phase, there were announcements about constructing a bus rapid transit corridor along the highway, and the data I possess dates back to 2013. Omitting such information and starting the description of the bus rapid transit corridor plans only from 2019 in the NOR raises concerns.

(Image 9: the RTN route announced in 2022.)



Ultimately, NZTA changed the design of the Rapid Transit Corridor (RTC) in NOR1 to turn west at Wilks Road and traverse the Pine Valley area.

Before discussing procedural issues, let's consider the significance of the Designation in this NOR for the project. "A designation is a form of zoning over a site or route. Therefore, landowners cannot use the land for other purposes without the consent of the council. NZTA can avoid the need to obtain land use consents for the project or work. Landowners are not allowed to (1) undertake any use of the land, (2) subdivide the land, (3) change the character, intensity, or scale of the use of the land."

Among the protection methods for road protection, Designation holds the strongest authority and enables compulsory land acquisition in the future. Therefore, procedural rationality and public transparency are crucial above all else.

If this plan proceeds as intended, transferring all rights for land use development known to take place 30 years later from landowners to NZTA, it emphasizes the need for transparent information and sincere explanations at every stage, more than any other public work.

3.1 Issues from the Perspective of Public Interest: Procedural Problems and Challenges in Citizen Opinion Collection

3.1.1 One-Time Community Briefing Dissatisfaction.

The bus route announced by NZTA over an extended period has been observed by numerous local residents, landowners, and development companies. This announcement directly impacts the plans of many development stakeholders, including residents, predicting the future of the entire region. NZTA released the new bus route plan on the internet in the middle of last year and has notified each landowner of the Designation this year. While the announcement was made through the internet and media, many neighbors and I were not adequately aware of the new bus rapid transit corridor plan. Some neighbors even perceive the Rapid Transit Corridor (RTC) as a simple arterial road.

Certainly, NZTA has the authority to create new plans as they see fit. However, the contention here is that this announcement, rather than being a mere indicative plan, signifies a definitive step in long-term public planning. The concern lies in the inadequacy of opinion gathering and submission processes, leading to a decision by the council based on

a brief public input, considering the significance of the long-term public plan. Therefore, discussing and finalizing the route with only one citizen public hearing last year is not considered sensible.

3.1.2 Challenge in Assessing Altered Route Without Comparative Information.

NZTA is believed to have collected public opinions last year. However, the bus rapid transit corridor plans announced by NZTA over an extended period were consistently designed along the highway. Yet, there is insufficient explanation about why the bus rapid transit corridor route has been changed this time. There is no discussion of comparative analysis or pros and cons between the previously announced route and the altered route. NZTA simply provides information about the necessity of the new plan and the future progress plans.

Many people already have a mental image of the bus rapid transit corridor plan that NZTA has announced over an extended period, emphasizing construction along the highway.

3.1.3 No Cost and Construction Time Analysis for Revised vs. Previous Routes.

This plan is an extensive initiative that requires substantial costs, time, and effort. It involves designating numerous people's lands, restricting the use of the designated lands, and ultimately presupposes compulsory land acquisitions. Additionally, the recently modified bus route is planned to be designed differently from the bus-only route structures constructed in the North Shore area or other regions of Auckland.

Therefore, citizens and landowners are being coerced into making decisions without providing explanations that allow for a comparison from various perspectives such as economic cost analysis or construction time. The Dairy Flat and Pine Valley areas penetrated by the RTC are mostly Future Urban zones, with development planned to occur gradually, mainly after 2030, except for some areas. Consequently, considering the long-term plan, the overall blueprint has the potential to change in the future. Taking this into account, diverse comparative analysis data could garner support from the local community, including landowners.

3.1.4 Problems with Joint Notification of the 13 NORs.

NZTA has recently announced 13 NORs and is currently undergoing the submission stage. Except for NOR1 (bus rapid transit corridor) and NOR3 (bus station as Park & Ride in Pine Valley Area), the rest of the NORs involve designations that anyone can anticipate, such as highway expansion or arterial road expansion. NOR1 and NOR3, if the road route design is followed, will require designations for numerous lands and future rigid land acquisition procedures.

37.1 In a recent Drop-in Session (3 pm-7 pm) organized for explaining the 13 NORs, NZTA displayed the NORs' data and corresponding Designation Maps on the room's walls. Due to the vast number of Designation maps, it took a considerable amount of time to find the maps that were relevant to the affected areas. With too many NORs to cover, the session was considered a very basic discussion. Once again, I would like to emphasize that NOR1, NOR3, and NOR7 directly impact me.

From my understanding, NOR1 and NOR3 are significantly different in nature compared to the other NORs. They differ in investment scale and nature, and their designation methods and structures differ from the traditional approach followed in the existing North Shore. I believe designs of this magnitude and unconventional nature should be discussed at a national level.

Handling 13 NORs together will reduce citizen participation rates in finalizing future urban designs. Focusing on NOR1 and NOR3 becomes challenging amidst the multitude of NORs. In reality, many NOR files exceed hundreds of pages, and there are a considerable number of files. Our land is directly affected by NOR1, NOR3, and NOR3.

Given that Designation is essentially the concept of finalizing zoning for specific lands, it holds significant influence and is a critical decision. Therefore, more extensive discussions are required, and diverse opinions need to be considered. Reviewing and understanding vast amounts of data and providing opinions within the 4-week Open Submission period is a daunting task. In fact, many neighbors who are familiar with the extensive data and numerous NORs have expressed their intention to give up on making submissions.

The issues with the Joint Notification of the 13 NORs are substantial. NOR1 to NOR3 should be separately reviewed, or if this is impractical, additional dedicated submission periods are necessary beyond the current submission period (November 23, 2023, to December 14, 2023), especially after the summer vacation period.

3.2 More Suggestions for Public Hearings

37.2 In general, for a project of this magnitude, multiple public hearings should be conducted. The lack of information about the previous route makes it difficult for citizens to compare it with the current one. The absence of cost-related explanations, as well as the lack of information about why the route has continuously changed, poses a problem. There is no cost analysis data regarding bus stations, such as Park & Ride, making it impossible for citizens to compare with the Hibiscus Coast Bus Station. Making decisions about designation (zone allocation) and potential compulsory land acquisition based on insufficient and poorly explained data is considered an unreasonable and flawed process.

3.3 Issues from the Perspective of Private Landowners

3.3.1 Problems with Citizen Opinion Collection for the New Bus Route (2022 Survey)

Last year, NZTA announced a new bus rapid transit corridor (changed to Pine Valley Area) and conducted a process to gather citizen opinions (2022 survey) about this new route. This bus route is indicative, and the exact properties it passes through are unknown.

- We did not receive notification about this announcement last year. We regularly receive various event and property-related notifications from Auckland Council. As landowners directly affected by this road route, we have the right to be notified and submit opinions. NZTA did not notify us due to an internal error, and in related meetings, they mentioned the possibility of an email address omission. Regardless, NZTA should have made sure to notify us via regular mail if email communication was a challenge. Given the significance and impact of this plan, I consider it an obligation on the part of NZTA to ensure proper notification.

3.3.2 Problems with the Investigation of Our Land (November 2022).

NZTA sent a general mail in November 2022 to affected landowners, informing them about the next stage of investigations concerning land and the environment. This involved obtaining property access permits to conduct specialized reports for the investigation.

- This was the first time we learned about the new bus route plan, understanding that the route might pass near our land.
- We provided clear reasons for opposing the route, citing the significant disadvantages we faced due to AT's previous plans (Argent Road Extension) and modifications required for our subdivision plans. Despite our cooperation with AT's public work, NZTA's new bus route conflicted with our interests, leading us to express strong opposition.
- We detailed our logical objections and requested that the bus route be adjusted to avoid our land. We also expressed clear opposition to the fundamental change in the route to Pine Valley. Consequently, we communicated that we would not permit the investigation on our land.
- NZTA acknowledged our email, expressing regret for the impact on our land due to another project, and stated that property access for their specialists was entirely optional, at our discretion.

NZTA's response to our request not to proceed with the investigation:

"Thank you for your email. I'm sorry to hear that you have experienced dismay with another project and how it's impacted your land. Property access for our specialists is totally optional, and is at the discretion of you as the landowner. Thank you again for letting us know that you will not be granting access."

- We believed that this investigation was a stage where NZTA internally analyzed alternative sites and routes or conducted 'Route Refinement Assessments.' We expected our detailed feedback to be considered in the route design and site selection. This belief was based on NZTA presenting a bus route different from those announced over the past decade, involving citizens in the decision-making process. Consequently, we interpreted NZTA's response as an intention to incorporate our perspective into the route design.

- In June 2023, NZTA notified us by mail that they designated most of our land for the bus route and bus station.

- This was a significant shock to us, as NZTA had made these decisions internally without conducting an investigation on our land. Although NZTA has the authority to select routes, they failed to fulfill their obligations before making designation decisions. We consider this a clear legal violation.

- We provided detailed explanations and opinions regarding the investigation.

- NZTA understood our position, responded that they would not proceed with the investigation, and apologized for not discussing the matter further at the time.

- NZTA confirmed NOR1 and NOR3, did not conduct the investigation on our land, and expressed regret for not having further discussions with us.

NZTA's apology message on August 14, 2023, for not conducting the investigation and additional discussions:

"Your email (received 6 November 2022) was in response to a letter from Te Tupu Ngātahi Supporting Growth requesting access to your land for technical surveys. The team noted your reluctance to grant access, and an alternative site for these surveys was found. We are always open to receiving feedback and I apologize the team did not contact you to discuss this matter further at the time."

- We do not view this issue as resolved with an apology alone. We requested NZTA to consider our variables in optioneering (Multi-Criteria Assessment (MCA)) and incorporate them into the discussion, or at least discuss them further with us. We stressed the importance of considering environmental, social, and landowner-related factors in MCA, and NZTA's use of this tool without discussion and reflection of our opinions is unreasonable.

"The MCA framework is a common tool that is often used to assist in the alternatives assessment decision-making process and provides an opportunity to understand how different options compare against a set of standard and grouped criteria. The MCA framework developed and adopted by the Project Team involved the following: Assessment criteria: Transport outcomes and the four well-beings: Cultural, Social, Environmental and Economic. Several sub-criteria were developed under each well-being grouping which were

assessed by technical specialists. Opportunities: identifying opportunities that can be taken forward in developing the options. These were identified by the relevant technical specialist. Additional inputs: Manawhenua feedback/preferences; Partner, stakeholder, community and landowner feedback; policy analysis; value for money."

- As mentioned earlier, NZTA dismissed our request, stating that detailed discussions would be demanded during the submission stage. They ignored us or did not engage in detailed discussions. Once again, as key stakeholders, we had no discussions with NZTA. The unilateral process did not involve any dialogue or information sharing with landowners, a clear violation of the Public Works Act.

3.3.3 Issues with Designation Map Notification and Meeting Process

Upon receiving a Designation map from NZTA, we requested a meeting with relevant officials to discuss the details. Before the meeting, we sought more detailed information via email, but our questions remained unanswered during the meeting. We followed up with an additional meeting request in August, hoping for more substantial answers, but unfortunately, the responses were as vague as the initial meeting.

We raised various questions during these interactions, such as why the road route had suddenly changed, why the bus station, originally nearby, needed relocation to our land, the scale of the Designation affecting our neighbors, and the analysis data on the process of selecting our land. However, the responses received were limited to general statements like "NZTA is advancing these plans for the development of the Pine Valley area" and "Detailed questions or requests should be made during the submission stage."

Drawing from our past experience negotiating with AT regarding the new arterial road from 2019 to 2022, we emphasized the importance of early engagement, information sharing, and detailed analysis before the NOR notifying and submission stages. AT provided extensive documentation, presented various route options, sought our opinions, involved us in their optioneering process, and conducted detailed investigations on our land. They considered our family's lifestyle, safety, and environmental assessments, and engaged with experts

throughout the planning process.

37.3 In contrast, NZTA's approach lacks effective communication, and their unilateral planning and notification processes infringe upon our property rights. By disrupting our peaceful lives, NZTA is encroaching upon our pursuit of happiness. This behavior goes against the spirit of the Public Works Act (PWA) and constitutes an abuse of authority.

We assert that obtaining sincere cooperation and engaging in genuine discussions with key stakeholders, as outlined in the PWA, is a fundamental and necessary process. NZTA's failure to adhere to these principles raises serious concerns about their commitment to ethical and lawful practices in land development projects.

3.3.4 Issues with Information Requests and NZTA's Responses

Following NZTA's Designation notification in June 2023, we promptly communicated our concerns and submitted relevant questions. Despite reaching out, NZTA provided no substantial answers. In light of this, we initiated an Official Information Act (OIA) request to obtain the necessary information. The response, received after the legally stipulated maximum response time, consisted of outdated, irrelevant data unrelated to the current project. Upon submitting another OIA request, the process was marked by brevity, with many questions receiving simple and insufficient responses.

Even when we managed to acquire information regarding the reasons behind the Designation of our land, NZTA's responses were evasive, providing only generic and predictable answers. We articulated four specific concerns and suggestions to NZTA, but unfortunately, we received no response:

(1) Communication Approach: Large-scale road projects should not be carried out through unilateral notifications. The practice of individual meetings with landowners for notification

purposes should be discontinued, and a more comprehensive approach for long-term stakeholder engagement should be adopted.

(2) Transparency and Information Disclosure: Transparent information disclosure and reasonable explanations should be inherent in every planning stage, particularly to minimize the infringement on property rights that can occur under the Public Works Act.

37.4

(3) Options Presentation: Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.

(4) Balanced Consideration: Efforts should be made to publicly assess and adjust the benefits and harms of the project, taking into account the interests of both landowners who are being acquired and those in the surrounding areas who are not.

The absence of meaningful responses raises concerns about NZTA's commitment to genuine stakeholder engagement, transparency, and ethical practices in large-scale infrastructure projects. These issues further highlight the need for an open dialogue and cooperation between NZTA and affected landowners to ensure fair and considerate land development processes.

3.3.5 Challenges in Reviewing Professional Documents and Lack of Expert Assistance.

In the process of formulating and presenting our concerns regarding road and traffic-related issues, we engaged in discussions with friends and neighbors, receiving substantial support. Recognizing the need for professional validation, we sought reports from 'urban development and road design consultancy firms' to support our arguments. However, most companies expressed concerns about potential conflicts of interest, as they were already engaged in projects with national agencies like NZTA and AT. Consequently, they informed us that they couldn't create supporting documents related to our claims. Additionally, we were notified that the four-week submission period was too short for comprehensive review, especially considering the extensive 13 NOR documents, including three directly impacting our land.

The process of continually searching for a firm to verify our claims and create additional supporting documents proved to be exceptionally challenging. NZTA did not provide the

requested information adequately, and their responses to our queries were formal and devoid of meaningful content. Despite our attempts to engage NZTA in detailed discussions during two meetings, their primary agenda remained urging us to wait for the NOR announcements and submit submissions at that time.

In essence, we found ourselves grappling with the realities of daily life while having to read through NZTA's extensive documents. The constraints of time made it impossible to seek professional assistance promptly, leaving us with insufficient time to articulate and organize our arguments effectively. We highlight these challenges to emphasize the significant issues at hand and appeal to public officials to address these concerns.

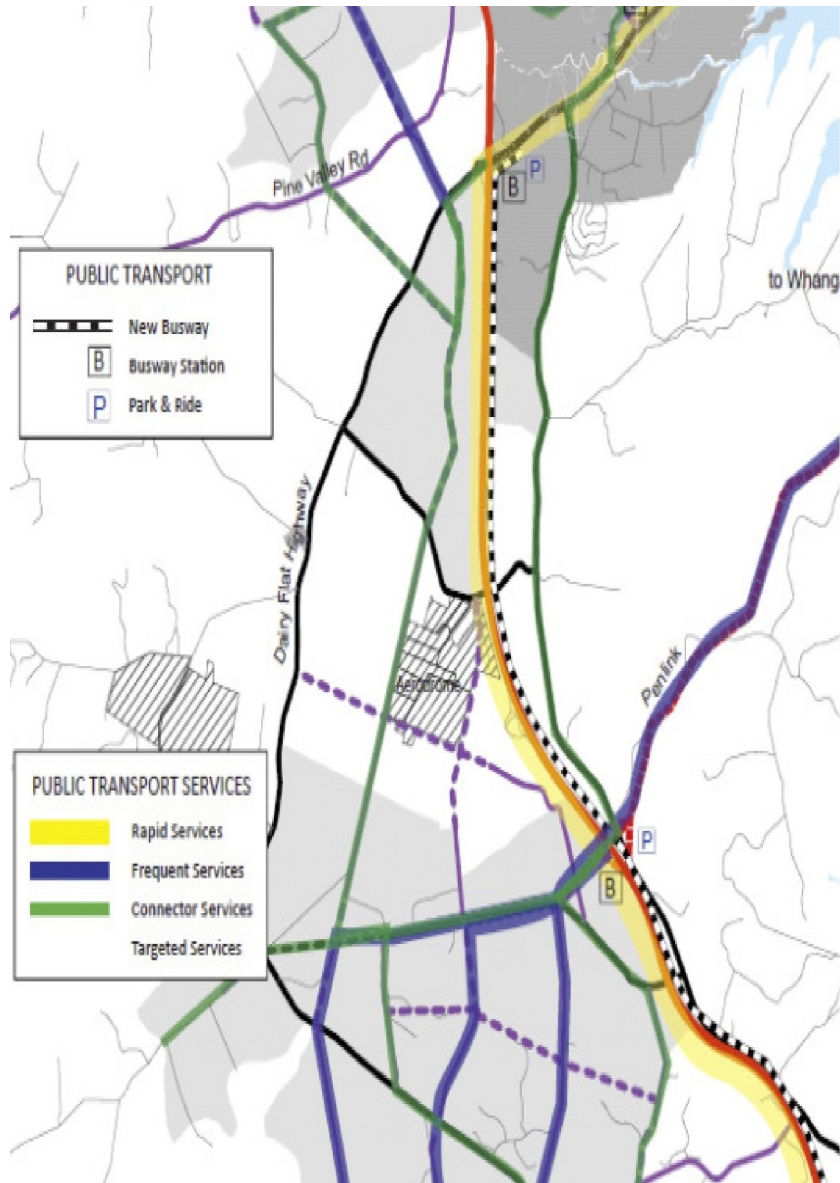
4. Issues and Alternatives for NOR1

4.1 Construction Along the Highway

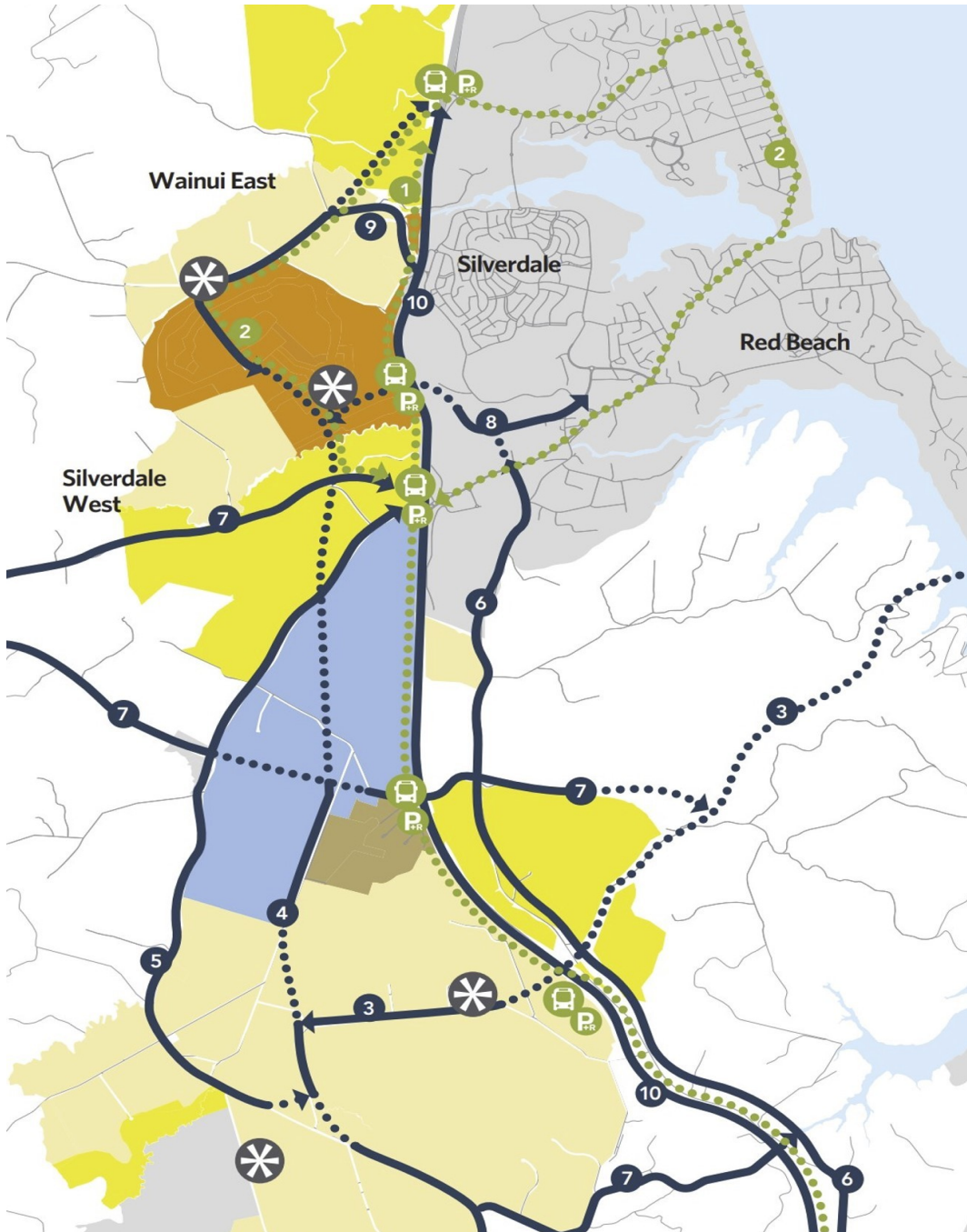
In this submission, I will refer to the construction of a bus lane along the highway as "HBL (Highway Bus Lane creation)" for convenience. HBL involves the addition of bus shoulder lanes on the highway or the creation of independent bus lanes, similar to bus-only zones.

I am not an expert, but I believe that creating a bus lane using the HBL (Highway Bus Lane) method is cost-effective and efficient. Here are my ideas on this approach.

(Image 10: 'HBL-2013', announced in 2013)



(Image 11: 'HBL-2017', RTN designed along the highway announced in 2017)



4.1.1 Efficiency and Timeliness of the Initial Plan

Based on the data available to me, as seen in publicly released documents from 2013 to 2019, the original plan was to construct a bus lane along the highway (refer to Image 10, Image 11). This approach is similar to the current bus-only zone. Many residents are currently under the impression that the construction from Albany to Orewa will follow this method. It is understood that NZTA itself planned this way (HBL) as it is considered the most efficient and economical. However, the NOR document lacks comparative data on the efficiency and cost-effectiveness of HBL compared to the current RTC. Discussing the necessity of the recent bus route (RTC) without presenting such comparison data is unreasonable.

Due to time and economic constraints, I couldn't attach expert supporting documents. Nevertheless, discussions with friends in the Rodney area and those familiar with the North Shore suggest that the HBL approach is considered the most favorable. To arrive at a fair judgment, it is crucial to discuss the current NOR1's RTC in comparison to the HBL plan announced since 2013.

In particular, the HBL 2013 plan could be most cost-effective as it directly connects to the existing bus station (Hibiscus Coast Park & Ride) operating in Silverdale. This alignment could potentially save taxpayers' money. Personally, I believe the HBL 2013 plan is the most efficient and natural one. It allows for the quickest connection between Silverdale and Albany, easy integration with the existing investment in Hibiscus Coast Park & Ride, and aligns well with the long-term urbanization plan for the Dairy Flat area, providing room for expansion.

4.1.2 Economical Construction Costs and Minimal Forced Land Acquisitions.

Land acquisition for road construction can proceed voluntarily with landowners' cooperation, but ultimately, forced acquisition may be necessary. As evident, the HBL approach, constructing along the highway, eliminates the need for extensive forced land acquisitions. The ample land already available along the highway enhances its economic efficiency.

4.1.3 Utilization of Existing Two Arterial Roads.

Currently, from the North Shore area (Albany) to North Auckland (Silverdale), there are two existing arterial roads (Dairy Flat Highway, East Coast Road) alongside the highway. These two arterial roads already traverse the Dairy Flat area, and due to the presence of the highway, their usage is not substantial. Additionally, NZTA has announced expansion plans for these roads through the Joint NORs.

Fundamentally, I believe that expanding these roads alone could sufficiently meet the infrastructure needs for buses. These roads already connect the Dairy Flat and Pine Valley areas, and with expansion to four or six lanes, they could serve as public infrastructure for buses.

4.1.4 Redundancy in RTC's Bike Lane

37.5 RTC encompasses a road that includes both bus lanes and bike lanes. Adding bike lanes requires additional costs and land acquisition. Considering bike lane support, expanding existing arterial roads and easily installing them along the highway, as observed in other areas, appears to be a simpler and more economical solution. Even from the perspective of adding bike lanes, future constructions along Dairy Flat Hwy, East Coast Road, Motorway, etc., make additional investment in bike lanes through bus-only lanes unnecessary. In this regard, I believe the original HBL plan is a very reasonable and economically optimal solution.

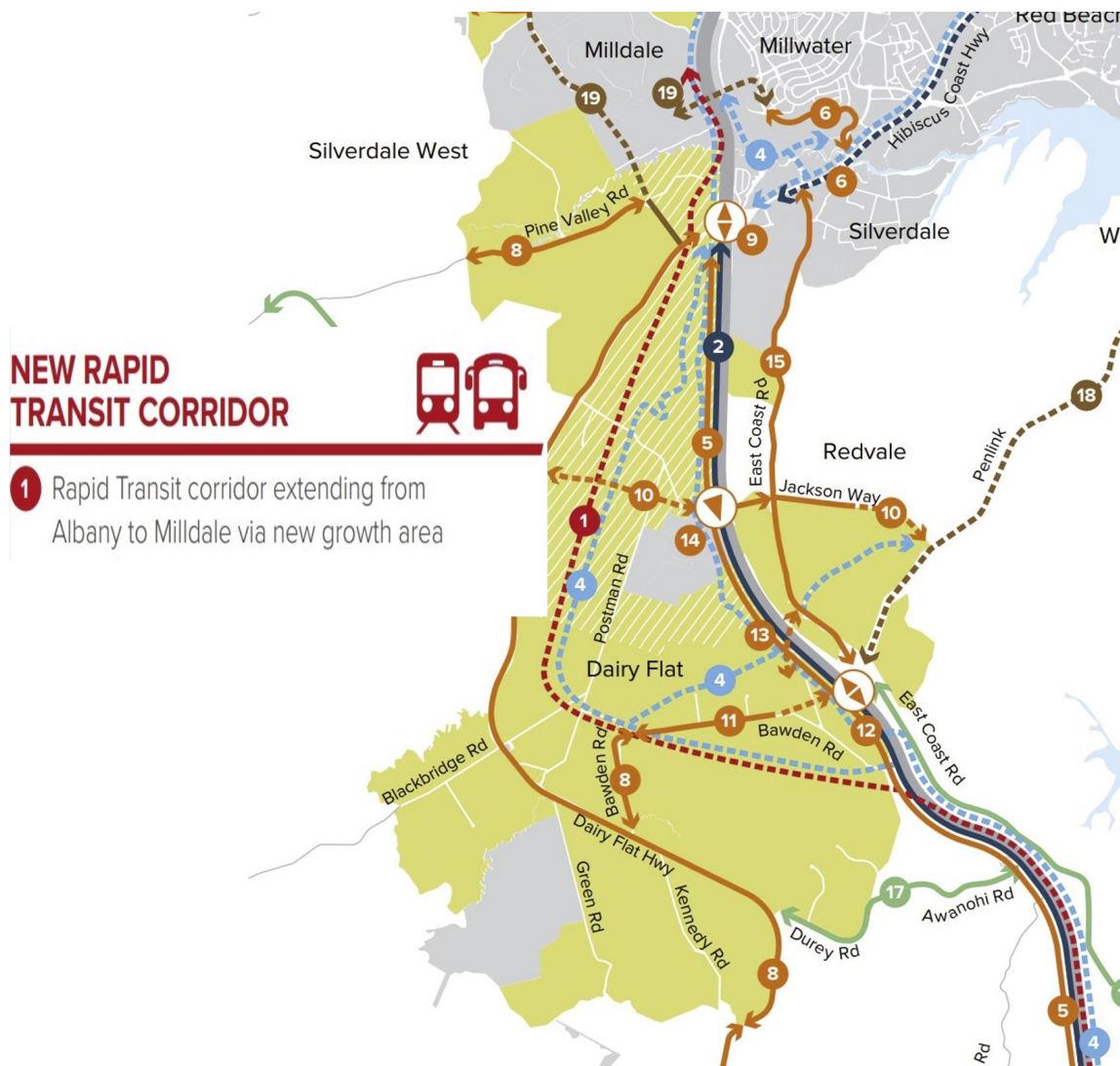
4.2 Particularly Opposing the Route Returning to Pine Valley

The NOR1's RTC (Rapid Transit Corridor) proposed by NZTA this time differs significantly from the Silverdale area route that has been publicly known from 2019 until last year. For reference, I will designate the RTC before 2019 as "RTC Pre-2019."

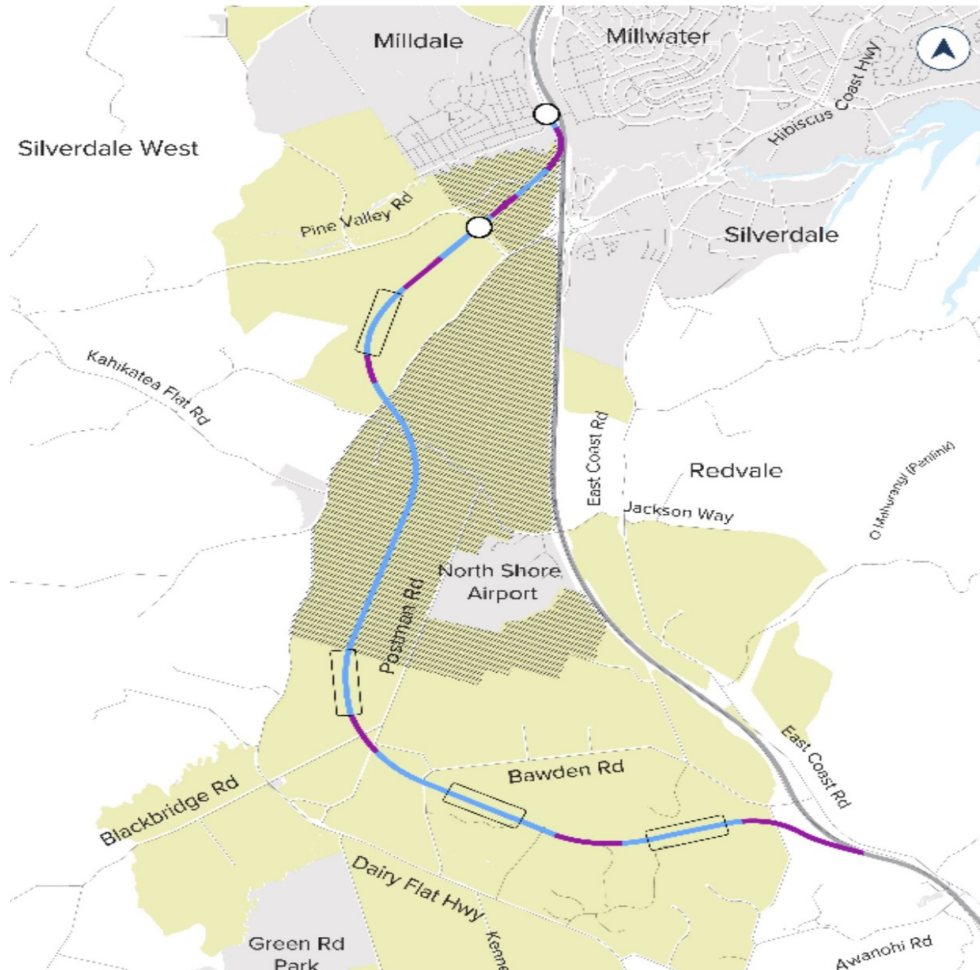
The RTC Pre-2019 was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd), and then, departing from the highway at Dairy Flat (Bawden Rd), it was designed to traverse the center of the Dairy Flat area. As it approached the Silverdale area, it again approached the highway, eventually aligning with the highway to follow it to Orewa.

Unlike the current RTC, the RTC Pre-2019 did not pass through the Pine Valley area. The present RTC, however, has deviated from this route, taking a western turn at Wilks Road and incorporating a design that traverses the Pine Valley area.

(Image 12: 'RTC Pre-2019', RTN passing through the Dairy Flat, announced in 2019)



(Image 13: 'current RTC', RTN route announced in 2022)



4.2.1 Supporting the RTC Pre-2019 Plan as an Alternative to the HBL Approach

Partially understanding NZTA's explanation that the RTC supports bus routes in the Dairy Flat area, making it easily accessible to many people in the future, is reasonable. This understanding stems from the assumption of future high-density development in the Dairy Flat area and the overall idea that the RTC is necessary as Dairy Flat, being a relatively more expansive area, can be developed.

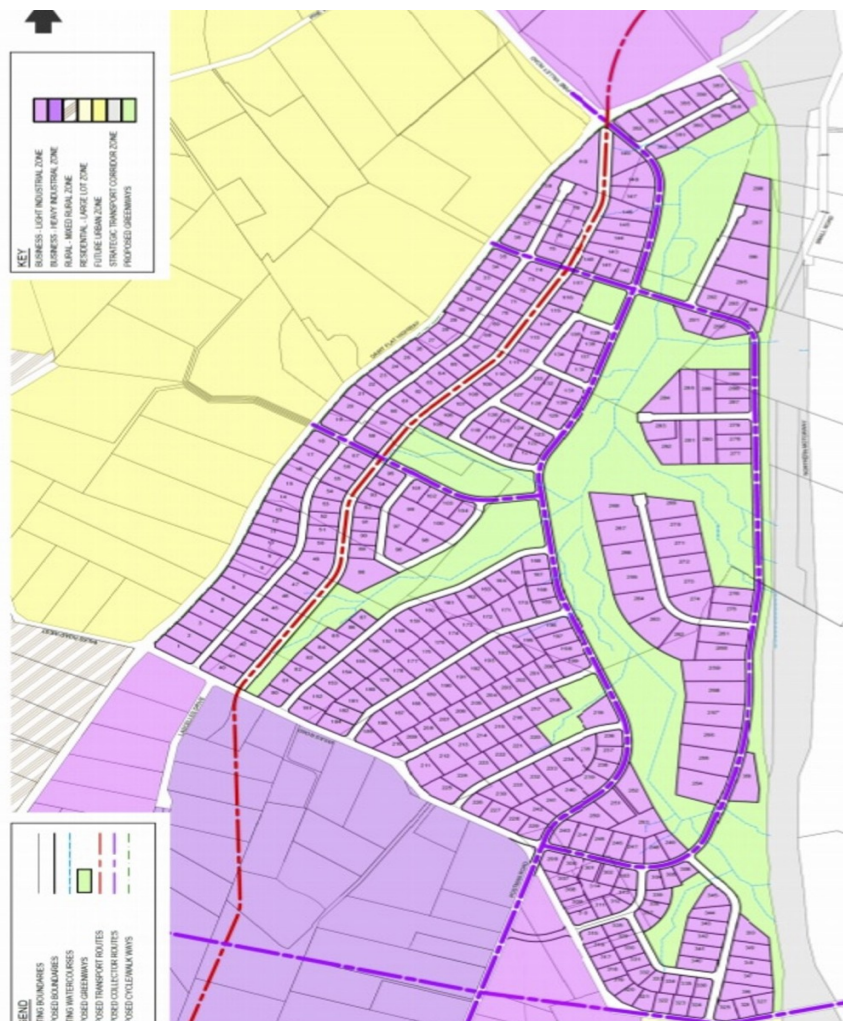
However, I oppose the current RTC plan as it involves a route that returns to the Pine Valley area. This exacerbates the issues I previously raised concerning the HBL approach:

- Increased travel time.

- More forced land acquisitions are needed.
- Higher costs are incurred.
- Efficiency is compromised.

The image below depicts the proposal presented by FultonHogan (FH) during the Auckland Unitary Plan, showcasing the distinct development of the MillWater and Milldale suburbs in Silverdale. FH's proposal plan also includes a bus-only lane that traverses the current Silverdale West Structure Plan area. Subsequently, plans similar to RTC Pre-2019 have been publicly disclosed.

(Image 14 – The red line is the bus-exclusive lane.)



Therefore, while I believe that the HBL approach is optimal, I support RTC Pre-2019 as a viable alternative.

4.2.2 Lack of Logic in Deviating to PINE VALLEY from WILKS Road.

The RTC-Pre 2019 design has been a well-known route for an extended period. The Milldale Bus Station is located to the east of the Milldale area, right next to the highway. For a long time, the RTC has been designed to be close to the Silverdale area and subsequently connected to the Milldale Bus Station. The recent alteration in the route design of NOR1's RTC, penetrating the Pine Valley area, presents the following disadvantages:

- The RTC-Pre 2019 design follows the most natural and straightforward route, especially to Albany.
- As it penetrates the Pine Valley area, the travel time to Albany or the city will increase.
- The need for more designations will result in higher construction costs.
- Considering long-term plans, the removal of the Hibiscus Coast Bus Station, which cannot be utilized, would lead to significant economic losses.
- The logic for supporting a bus lane for high-density development in this area is severely lacking.

This area already has extensive roads such as Dairy Flat Hwy, Pine Valley Road, Agent Road, with widths of 30 meters, and many of these roads are either existing or already planned.

(Image 15: arterial roads in Pine valley area)



As seen in the above illustration, the Arterial Road appears to branch out towards the highway. In this regard, once again, the RTC penetrating the Pine Valley Area raises concerns of excessive investment in transportation infrastructure and a lack of efficiency.

When the RTC deviates from Wilks Road to bypass the Pine Valley area, it points out several issues and inefficiencies.

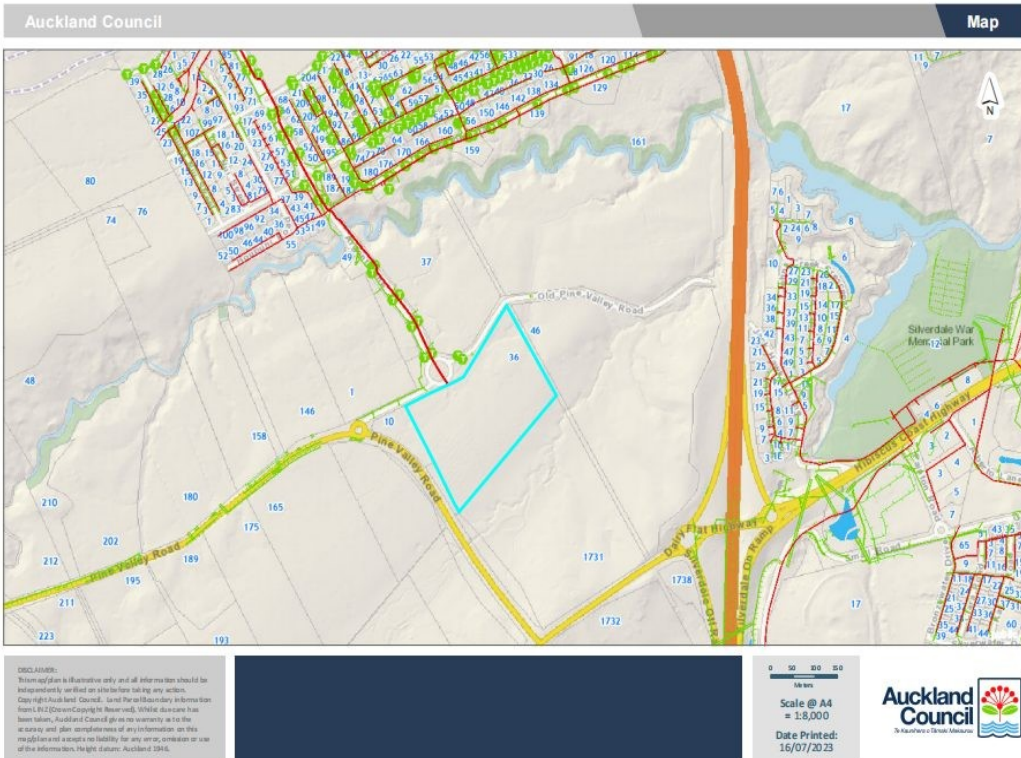
4.2.3 Uncertainty in Pine Valley Area Development.

In the current route of NOR1's RTC, the route through the Pine Valley area is part of a long-term development plan with an expected construction period of approximately 30 years. The Pine Valley area is currently in close proximity to the Milldale Suburb development. A substantial portion of the Milldale Suburb has traditionally been considered part of the Pine Valley area.

(Image 16: Unistry Plan in silverdale area)



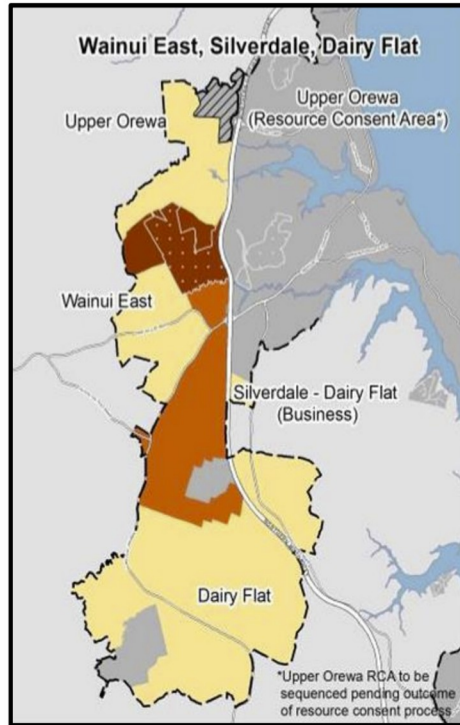
(Image 17: Sewer and water connection)



As depicted in the image above, the Pine Valley area is in a state where major infrastructure networks, such as water and sewage systems, are already connected, enabling immediate urban development. This area is highly sought after by numerous developers who wish to initiate land development. It can be considered to have a higher potential for land development compared to the Dairy Flat area, where creating major infrastructure networks, such as water and sewage, is relatively challenging.

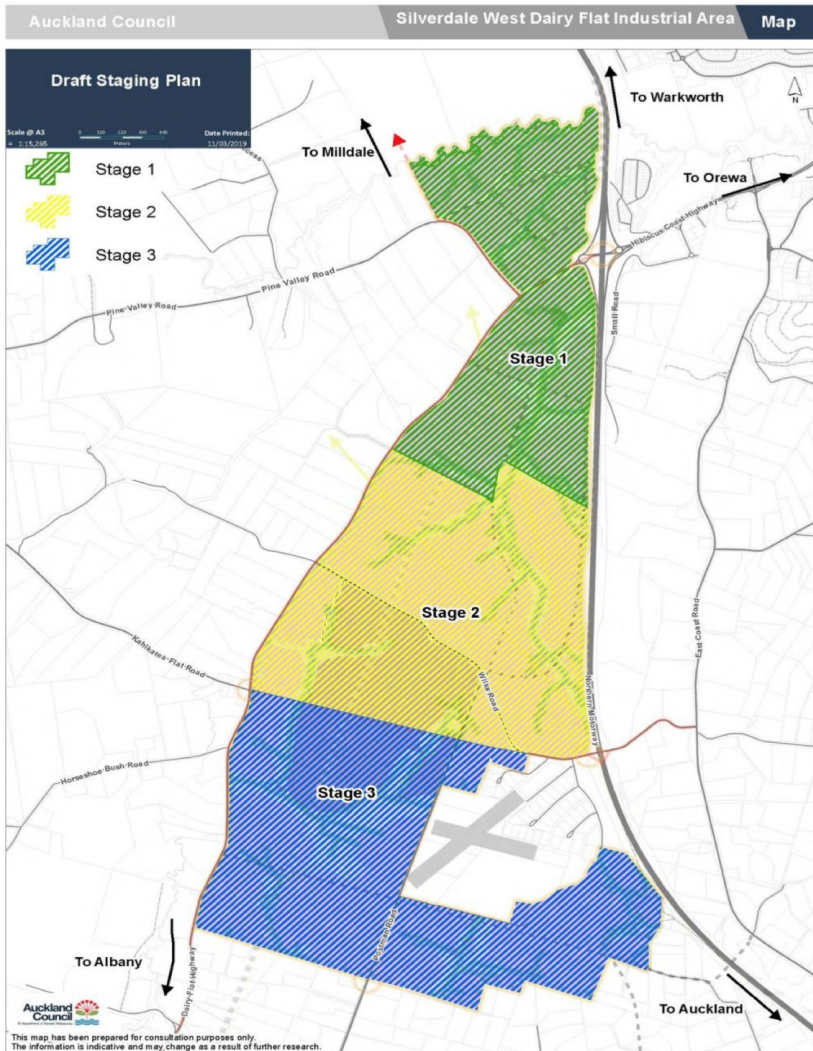
Auckland has long struggled with chronic issues of insufficient land supply, exacerbated by the formidable challenges associated with costly infrastructure and road network supply. Many prospective first-time homebuyers find themselves unable to afford homes due to the scarcity of housing. Pine Valley, with its existing water and sewage infrastructure, connectivity to major Arterial Roads (Argent Road), and planned upgrades and expansions of Arterial Roads (NOR7, NOR8), stands out as an area with the potential to supply land for development rapidly. The Live Zone designation further emphasizes its potential, as outlined in the proposed plan below.

(Image 18 : Staging plan in the structure plan)



Decade One 1st half 2018 – 2022	Warkworth North* Silverdale - Dairy Flat (business) Whenuapai Stage 1 Drury West Stage 1* Paerata (remainder)
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(Image 19: Staging plan in the structure plan)

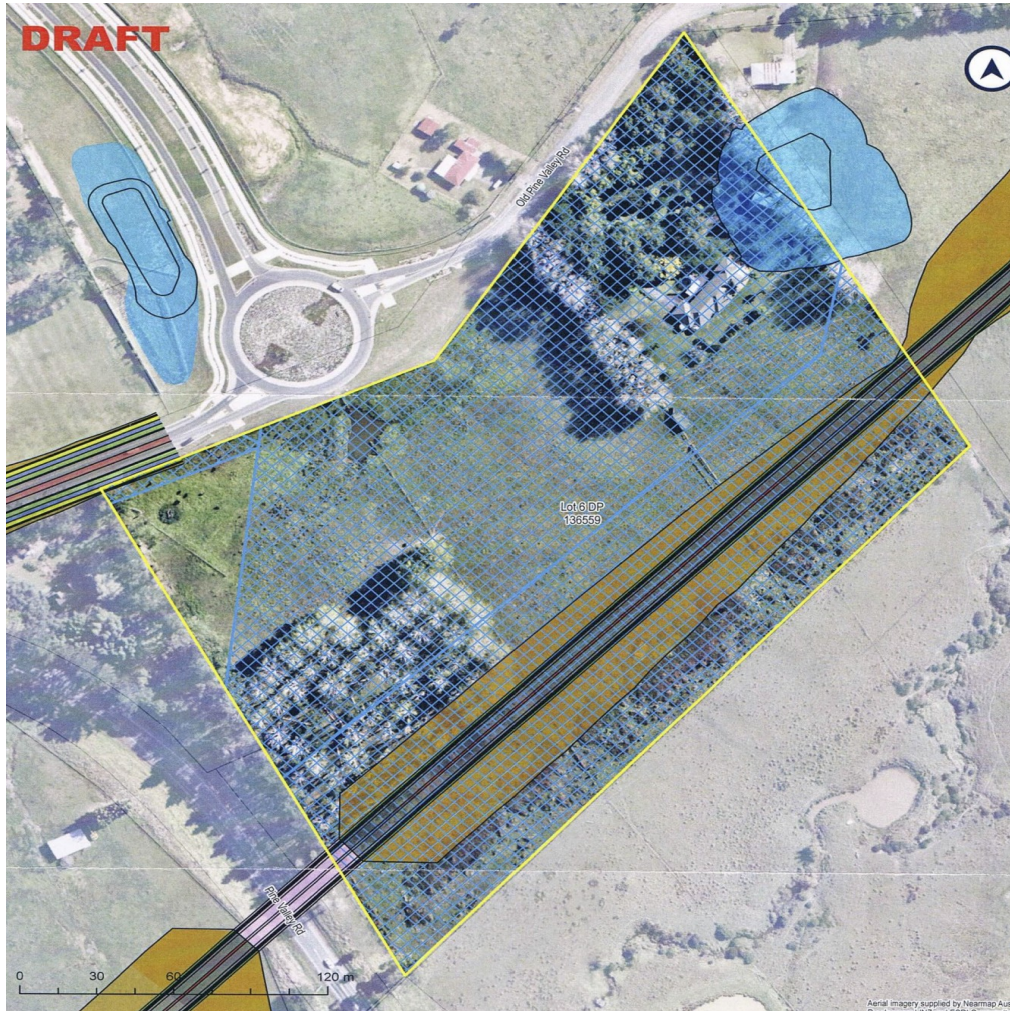


In this way, Pine Valley Area must be considered in addressing the land supply issue, eliminating the uncertainty about its future. The efficiency of utilizing the already invested infrastructure needs to be contemplated. Existing Arterial Roads should be optimally utilized, implementing Feeder Bus routes and expanding the provision of bus stops along these roads to enhance connectivity to the Hibiscus Coast Bus Station (Park & Ride).

4.3 Opposing Views on the RTC Route Crossing Our Land.

The RTC route directly traverses our land in the Pine Valley area.

(Image 20 : designation map)

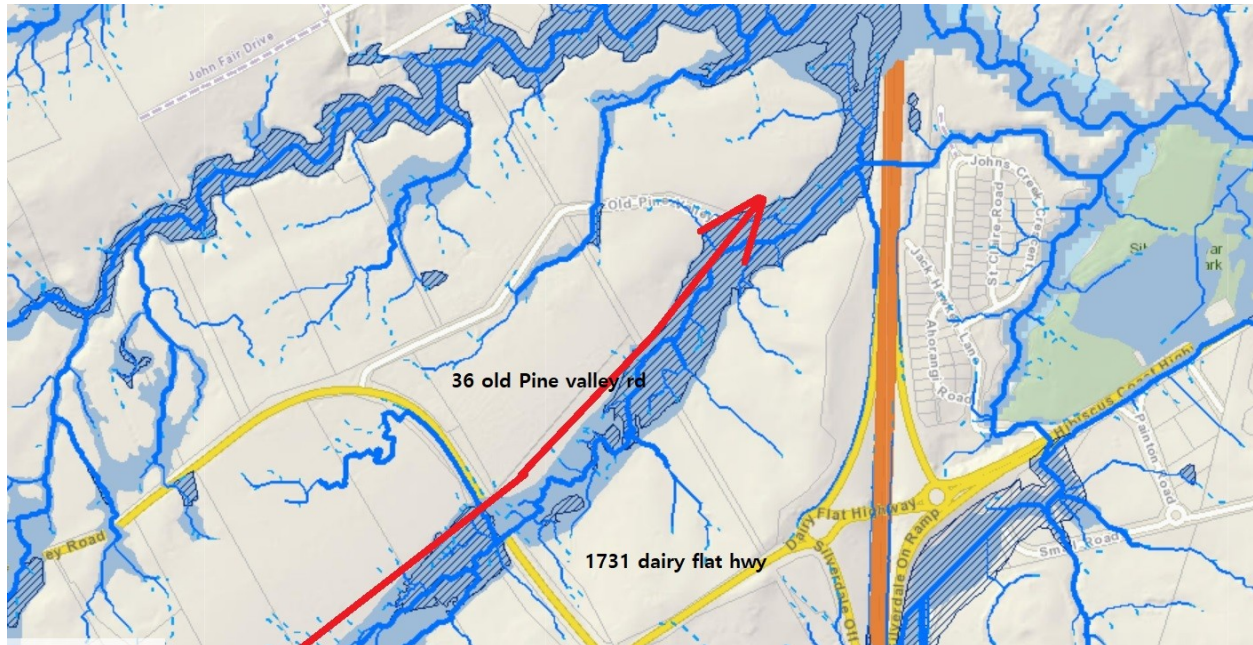


In the previous sections from 4.1 to 4.2, I presented opposing views from a public perspective without considering personal gains and losses, striving to be as objective as possible. However, now, as landowners directly affected by the RTC, I will express our opinions.

We have been living in this area for nearly 20 years. Our property covers approximately 16.5 acres (about 6.5 hectares), with two houses and a beautiful garden of over 3 acres, complemented by a picturesque lake. The property is situated close to Old Pine Valley Road,

as depicted in the image. To the north of our land is our neighbor at 46 Old Pine Valley, and to the east is our neighbor at 1731 Dairy Flat Highway.

(Image 21 : My desired RTC route, neighboring land, and flooding zone.)



The stream on the neighboring property at 1731 Dairy Flat Highway is an intermittent stream, and during periods of heavy rainfall, flooding areas, as shown in the image, can be observed. Additionally, as part of Auckland Transport's (AT) new arterial road project (Argent Road Extension), a large-scale Rain Garden installation is scheduled for the neighboring land (1731 Dairy Flat Highway) by 2024.

In the event that the RTC route is designated despite my opposition, I request that it be installed in the area between the neighboring land and our property. From now on, I will refer to the RTC route that we prefer as the "preferred bus-route."

(Image 22 : My desired RTC route)



In other words, I hope the preferred bus route can be installed by shifting it slightly more to the east from our property. While I acknowledge there may be various technical, economic, efficiency, and functional factors at play, please consider the following points positively.

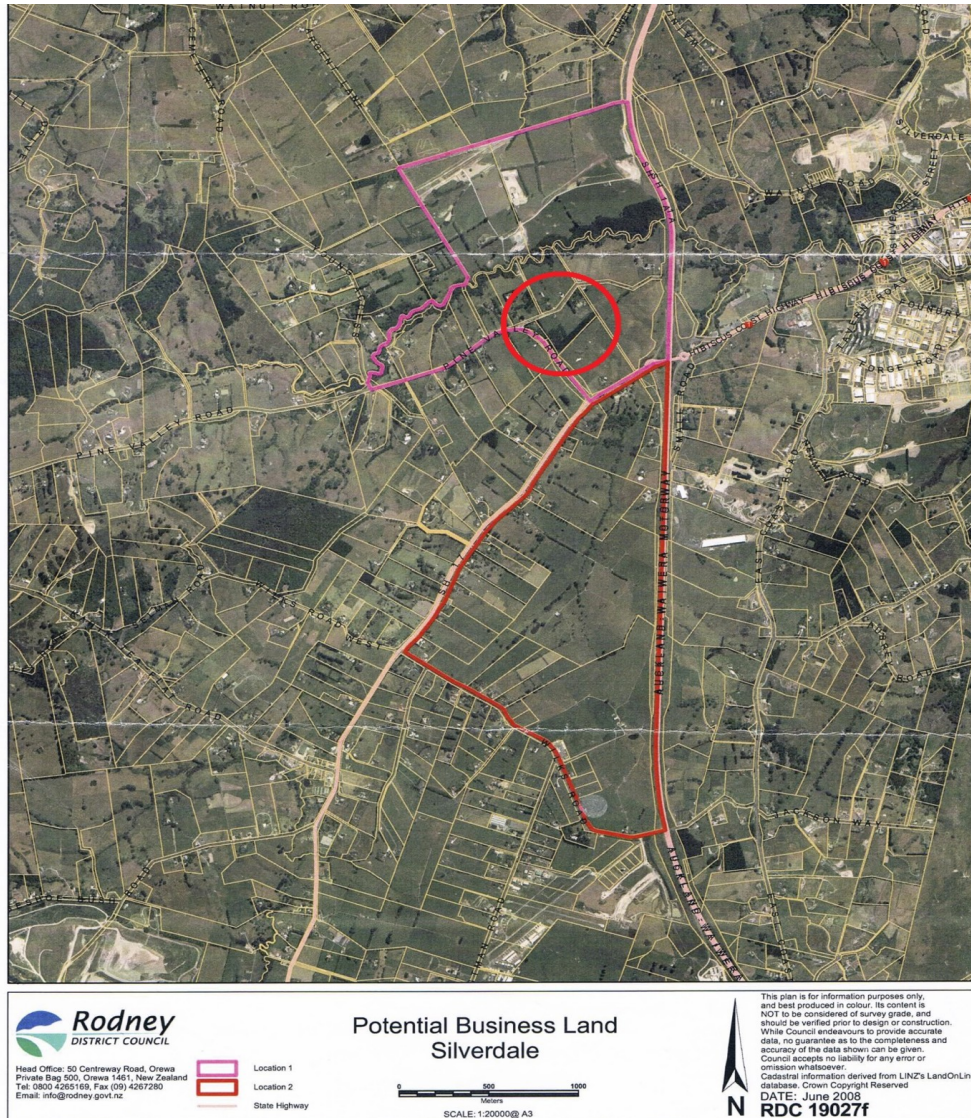
- Reason for Preferred Bus Route Request 1:

Firstly, I support the effort to avoid the flooding zone, but considering that the neighbor's stream is an intermittent stream, and with minor additional construction, there should be enough flexibility to adjust the bus route. It is evident that there is no strict technical logic requiring the bus route to be constructed only within our property, so NZTA could consider slight modifications to the bus route. In other words, the request is not for the bus route to come very close to the neighbor's stream but to be designed to go as far as possible. While there may be additional costs involved, the benefits in terms of expanding land use can be significant.

- Reason for Preferred Bus Route Request 2:

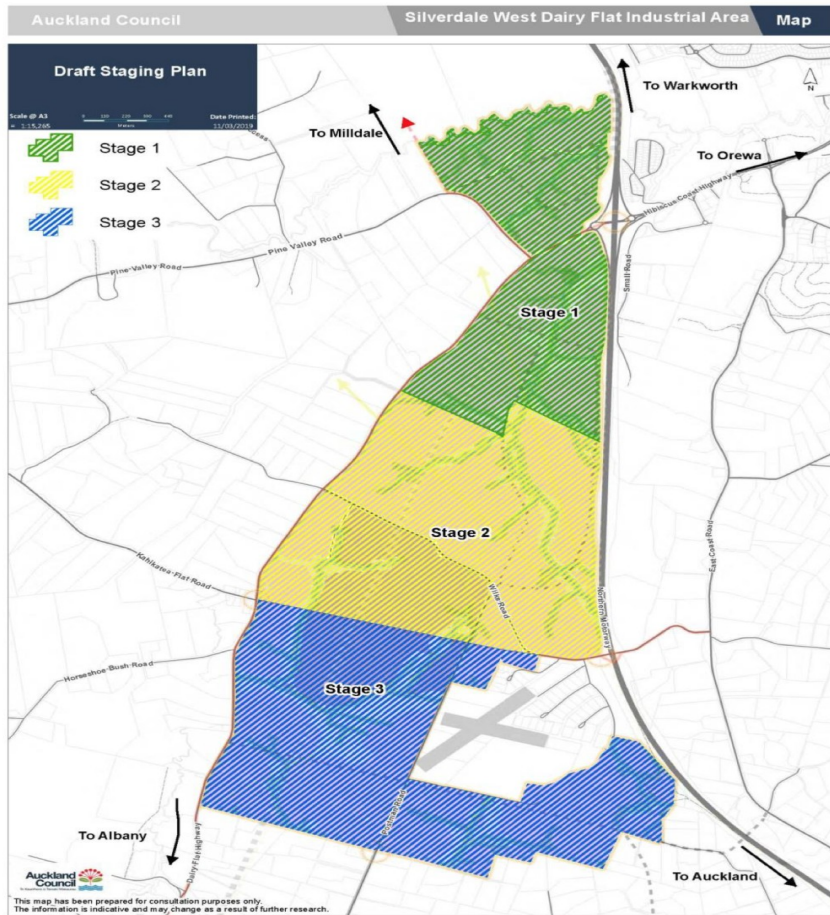
We have been preparing concept plans for developing our property since Auckland City Council notified us around 2008 that they would designate our area as a Business Zone. The Council officially communicated the need for zone changing in the Pine Valley East area, citing a shortage of land for business use in the Silverdale West Structure Plan from around 2008.

(Image 23 : Received an image in 2008)



Such plans, along with subsequent plans like the Unitary Plan, have communicated the necessity for developing our property as Stage 1 in the Silverdale Structure Plan.

(Image 24 : Silverdale West Structure Plan Stage 1)



Therefore, I would like to clearly emphasize that the announcement of the development purpose in our area preceded the NZTA's RTC route announcement. While the protection of the RTC route is important, the value of our flat land for development purposes must also be considered. NOR1 discusses the efficiency of road construction on our flat land from the perspective of NZTA's interests, not from the perspective of the City's urban development efficiency and benefits.

I hope that in deciding the bus route related to our land in NOR1, the City will consider the efficiency of developing our flat land in line with the already announced urban development plans. I hope this NOR aligns the efficiency of the City's regional development plans with the necessity for NZTA's road development, balancing the interests of both institutions. If adjusted to our preferred route, it will meet the plans of both institutions well.

- Reason for demanding the preferred bus route 3:

We have already made many concessions in negotiations with AT for the new arterial road and provided our 6259m² of land for public works. We have already cooperated with AT's road construction requirements, and we strongly request that City officials and NZTA take this into consideration. We respect NZTA's authority as stipulated in the PWA. However, there is no reason to insist only on NZTA's plans without accommodating the landowner's requests during the stage of setting future city planning. We want to proceed with the development plan for our land, which we have prepared for a long time, and live in our home and garden without excessive impact from the bus route.

4.4 Conclusion for NOR1

Instead of efficiently connecting our regions, the current road project takes an unnecessary detour. We need a transportation infrastructure that is both effective and expeditious. Efforts should be directed towards improving interconnectivity through a more optimal road route. I advocate for fostering communication and collaboration with residents to explore better transportation solutions. It is imperative to plan with consideration for regional development and convenience.

5. Issues and Alternatives with NOR3

5.1. Nullification Due to Insufficient Investigation for Designation.

We received a letter from NZTA around November last year, requesting a property access permit for investigation purposes. In the previous sections (Procedural Issues), we detailed our position and specific requirements regarding the bus route. However, NZTA responded that they would not conduct an investigation, and there was no communication with us until they sent the Designation map earlier this year. Creating unilateral plans without any consultation for those directly impacted, like us, is unreasonable and, in our view, a fault on NZTA's part.

NZTA has apologized for not conducting an investigation into my land last year and for not further communicating about our specific position communicated through lengthy emails. We consider this a significant procedural issue, asserting that the Designation, which progresses without investigating our 6.5 hectares of land, paddocks, gardens of over 3 acres, a large artificial lake, and two houses, is invalid.

While investigation is essential for Road Protection concerning the bus route, for the Protection of the Bus Station facility, which covers a larger area than Road Protection, a detailed investigation into land, houses, gardens, and other lifestyle facilities is necessary.

We insist that a thorough investigation into our house be conducted, and our opinions should be considered as variables. When designing the designation area for the bus station, careful consideration should be given to excluding our house and garden from the designation area.

5.2. The Bus Station Should be Designated Outside the Structure Plan

Our land's development plan that we had prepared is related to the ongoing Structure Plan and infrastructure supply. We will discuss our land's development plan, which we have been preparing according to the urbanization plan suggested by the Auckland City Council.

In 2008, we were informed by Auckland Council that our Pine Valley East area would undergo a zone change to a Business area in the near future (refer to image 3). Since then, following the City's urbanization plan, we have been developing plans for the utilization and development of our land. After the announcement of the Unitary Plan in 2013, we continued updating our development plan for our land. Eventually, when the Unitary Plan was finalized, our land was set as stage 1 in the Silverdale Structure plan (refer to image 3). There was also an announcement that it could change to a Live Zone in 2021 or 2022 (refer to image 18).

These official announcements by the City over several decades and NZTA's Indicative Road Plan, which have required significant resources and costs, are crucial guidelines that need to be considered and adhered to by everyone participating in urban development. Since 2008, we have been creating a specific development plan for our land according to the announced

Zone Changing plan. We were preparing to submit Resource Consent and Building Consent within a short time. However, NZTA recently announced a plan that differs significantly from the previously announced Bus road plan. The Bus road and Bus station designation for our land are issues that can completely invalidate our prepared development plan. We firmly reject a plan that prioritizes NZTA's uncertain long-term plan, which may take over 30 years to realize, over our well-prepared plan. It is unreasonable for such an uncertain long-term plan to take precedence over our plans, especially when it deviates significantly from the plans we have been making for the land in stage 1 of the structure plan. Ignoring this would ultimately result in disregarding our plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone. Therefore, the Bus Station should be designated outside the Structure Plan.

There was a proposed plan in NOR3 that designed the Bus Station as a future urban area outside the Structure Plan. We request a review to produce a better outcome, considering the presented variables in this text.

5.3. Hibiscus Coast Bus Station

The recently upgraded 'Hibiscus Coast Park n Ride Bus Station,' which has undergone substantial investment, is a relatively new facility planned and debated over an extended period. This valuable public asset has an impact on numerous buildings and subdivision plans in its vicinity. It is not sensible to eliminate this core transport network and relocate it to the other side of the highway. Rather than planning to create a new bus station in the Pine Valley area, I hope that RTC can be seamlessly connected to the existing Hibiscus Coast Bus Station. This would be the optimal solution as it allows for better utilization of the existing bus station, leading to significant cost savings by avoiding the need for a new facility.

5.4. Issues with the Scale of the Bus Station

The Pine Valley Bus Station proposed in NOR3 designates an area exceeding 1 hectare, significantly larger than the Hibiscus Coast Bus Station, which is nearly double the size. Designating such a large area for a bus facility to be constructed in 30 years, considering only current environmental variables, is impractical. The future will likely see increased urban density, and the distinction between urban and rural areas will grow more prominent due to concentrated urbanization. Allocating prime land in the road network to a large-scale parking lot is a significant waste of land use. Parking options such as parking towers or

underground parking would be more suitable in the future. Excessive designation for car parking beyond 30 years appears to be beyond NZTA's jurisdiction.

Efforts should be made to efficiently reduce the scale of the bus station and explore innovative solutions such as parking towers or underground parking.

5.5. Issues with NZTA's Optioneering (MCA)

We have reviewed materials outlining various options for creating a bus station around our land. As mentioned in previous emails, we did not have the opportunity to receive any explanation or seek our opinion from you before seeing the materials (Designation map) sent by NZTA as a key stakeholder.

It has come to our attention through the materials that NZTA's optioneering for the Pine Valley Bus Station has been carried out without considering crucial variables and lacks a landowner's perspective or property investigation. Particularly, NZTA's defined Multi-criteria Analysis (MCA) criteria appear to favor NZTA's convenience and omit more critical factors.

5.6. Variables to Consider in Optioneering (MCA) for Our Land

We believe that the designation of the bus station site can be approached in a more flexible manner than the designation of the bus route. It can be adjusted considering various conditions. Below, we list the variables that we hope you will take into account:

* The changes that have occurred since 2019 due to AT's New Arterial Road plan, which we have not reviewed. We have contributed to society by providing 6259m² of land to AT for public work.

* The variables related to Operative Unitary Plan, Silverdale Structure plan's development stage 1. We are preparing our land development in alignment with these plans.

* Variables related to the social value of our land. Surrounded by highways and various arterial roads, our land's convenient location and ground conditions make it a valuable resource that can contribute significantly to the local community.

* The variable of the landowner, who resides in a property with high intrinsic value. We own two houses, a meticulously maintained garden of over 3 acres, an artificial lake, and associated facilities.

* The choice of not considering variables related to the development of neighboring lands outside the development stage, even when taking into account long-publicized plans such as Unitary Plan, Structure plan, and RTN plan.

* Variables related to collaboration with neighboring lands. The surrounding areas have large-sized lands, some up to 35 hectares, and their land use and asset values differ. This aspect should be viewed as a variable in public work that requires collaboration and should be reflected in the analysis.

* Environmental variables considering changes over time. High-density development through parking towers (or expansion into underground parking) is effective for facilities like electric cars. Variables related to high-density urban development are not being considered.

These variables collectively contribute to a comprehensive understanding of the situation and should be taken into consideration during the optioneering process.

5.7. Issues with the Designation of the Bus Station in the Nearly 30-Year Long-Term Plan

Designating the bus station as a protection measure for nearly 30 years is an excessive misuse of NZTA's authority. The recent plan to abandon the newly constructed Hibiscus Coast Bus Station and replace it with the Pine Valley Station acknowledges NZTA's plan failure and budget waste. As mentioned earlier, numerous plans were announced before NOR3, including indicative bus station plans, and these plans continue to evolve.

In this environment, NZTA is attempting to protect the designation of bus facilities (mostly consisting of car parking) for the next 30 years using the Designation Method. This prevents landowners from utilizing their land for three decades, with NZTA having the authority to extend it further afterward. We oppose excessive designation for bus facilities beyond road protection for the bus route. Rather than using the Designation Method for protecting future bus facilities, we request a more flexible approach through methods like 'Overlay,' involving collaboration with the local community or landowners, or utilizing NZTA's property acquisition method at an appropriate time.

5.8. Conclusion on NOR3

Utilizing a strategically located flat land, which could be used for various purposes for the benefit of society, solely for nearly 500 concrete parking spaces is an outdated and administratively convenient plan. Excessive Designation beyond the authority granted by PWA and as a long-term plan seems unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based on their convenience and selected variables, excluding these considerations, is not sensible and is challenging to accept.

The concept of "Park n Ride" is considered archaic, inefficient, and a wasteful desk-based approach even in countries with well-developed public transportation. Especially in the entire 16.5-acre area, including residential and garden zones covering 5.6 acres, we cannot compromise on the residential aspect. Designating the entire area, including residential and garden zones, would introduce uncertainty into our happy residence, diminishing our emotional connection with the home, and hindering potential upgrades—an emotionally significant pressure we wish to avoid.

6. Other Issues

6.1 Development Issues Around the Bus Route

The bus-exclusive lane is not an accessible road for everyone like typical roads (Arterial road, Collector Road, local roads) but is treated more like a highway. Therefore, the surroundings of the bus-exclusive lane become roads that are virtually inaccessible, dividing the area into two regions. The bus route will block access for other vehicles using high concrete walls or fences. Citizens in the surrounding Residential House zone may find such structures aesthetically displeasing.

The plan for this bus-exclusive lane is a very long-term one, appearing to take up to 30 years or more. During this period, numerous landowners will face uncertainty, and there will be continuous constraints on property development around the bus route. Even if one's land is separate from the bus-exclusive lane, it still imposes restrictions on property development. If this perspective holds, the bus-exclusive lane could be more of an obstacle to development than a help to regional progress until it is implemented.

6.2 Issues with the Designation Method as a Route Protection Method

Using the Designation method to resolve road protection for areas expected to develop over 30 years or more is deemed an excessive decision. As mentioned earlier, Designation is a robust method among various ways to protect road routes, especially from NZTA's perspective of convenience. NZTA, as the acquiring authority, seems to be engaging in planning with numerous issues, such as lack of budget analysis, no comparison with the previously created road design, no comparative budget explanations, no detailed analysis data on route travel time or efficiency, no transparent and universally understandable explanation meetings, and insufficient communication with local organizations. Doing a 30-year Designation with such problems appears to go beyond their authority.

According to NZTA's logic, they become an organization with quasi-legal authority to impose development restrictions on any area they deem necessary, regardless of the timeframe. NZTA's claim that Designation must be done before urbanization occurs stems from the assumption that it would be difficult to achieve road protection once Pine Valley and Dairy Flat areas are urbanized according to market demands and developers' intentions. The logic is to do it now because it will be challenging in the future. Urbanized areas have been able to acquire land through public works for years. Why should the current rural area, Dairy Flat, restrict land use through the Designation method for a bus lane expected in 30 years or more? A bus-exclusive lane is a conditionally medium-term plan that can change its route or be deleted based on the direction of urban development (Structure Plan) and development density, unlike a highway route. I believe that NZTA should approach road protection and the necessity of the bus-exclusive lane with more careful consideration, given the constraints it imposes on numerous landowners' land use for 30 years.

A bus-exclusive lane is not something to be designed for the long term like a highway. It should be considered more like a subway line that is planned when urbanization has occurred and there is a need for it. The Dairy Flat and Pine Valley areas are currently rural, with the majority selected for urbanization in 30 years or more. If road protection is needed now, please consider using methods other than the Designation method, such as announcing an Indicative Route, designating a 'Corridor Overlay,' etc. I believe that the 'Corridor Overlay' should be specified in the Unitary Plan to encourage voluntary participation by landowners and should be pursued through Designation when the plan becomes more specific and acceptable to the local community.

6.3 Issues and Limitations of the Designation Method as a Bus Station Protection Method

Particularly, planning for bus stations involves more variability than bus route protection. It is challenging to comprehend why alternative protection methods are not being considered. Solely relying on the Designation method, even for large-scale 'Park & Ride' type bus stations, seems to pose significant legal issues. Bus stations like the planned Pine Valley Park n Ride by NZTA are facilities unrelated to road protection.

The NOR documents do not include any explanations favoring Designation as the preferred method for protecting facilities such as bus station facilities and large parking spaces. There are no past case studies for similar situations, and logically, it seems nonsensical to designate the development of facilities like parking spaces, considering the potential changes in purpose due to advancements like parking towers, electric vehicles, and the emergence of other mobility solutions over the next 30 years. Restricting land activities of landowners for such facilities for 30 years is a violation of property rights. Therefore, facilities like parking spaces are not suitable for Designation as part of long-term planning. NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.

There needs to be restraint and an understanding of the limitations in the use of the Designation method.

6.4 Anticipated Mental and Physical Harms

37.8 As I mentioned earlier, managing two houses for nearly 20 years has provided a happy living space for myself, my family, relatives, and friends. If NZTA designates our land without valid reasons for nearly 30 years, we will experience various damages.

The current psychological damage from this poorly planned and inexplicable project is severe, though not easily measurable or externally visible. This is due to the inability to use the land without NZTA's permission. Despite the numerous damages, I will list just a few:

- The desire to upgrade the house diminishes as future uncertainties loom. Many neighbors have had or are having similar experiences.
- Long-term gardening becomes challenging, similar to not being able to plant trees due to uncertainty.
- Living in perpetual anxiety as Compulsory Land Acquisition could happen at any future point.

37.9 - Designating most of our land (6.5 hectares) for the bus route and bus station, while the surrounding land remains unaffected, enables the neighboring landowners to utilize their land for various profits (Private plan change, subdivision, resource consent, building consent, etc.). We are excluded from these benefits, causing significant mental and material harm, which may not be included in future compensations.

I believe NZTA has no reason to persist with the 30-year Designation method unless it's a long-term project like a highway. There should be limits to NZTA's Designation authority, considering the infringement on our land-use rights and the pursuit of happiness. Utilizing our losses for the sake of NZTA's convenience and reducing future costs is a serious violation of our right to pursue happiness.

7. Conclusion

Through this submission, we have outlined our opposition to NOR1 and NOR3, providing alternative perspectives. In summary:

- From a public interest standpoint, there are numerous procedural issues. These include shortcomings in citizen input procedures, a single public hearing for bus route and Designation decisions, inadequate communication leading to a lack of understanding among local residents, insufficient explanations and comparative analysis data for the altered route, and a lack of discussion regarding the assumption of compulsory land acquisition in construction plans. The joint notification processing of 13 NORs with varying scales and natures poses a challenge for citizen participation.

- Personal concerns include the lack of on-site investigations before Designation on our land, NZTA's insufficient and formal responses to Official Information Act requests, difficulty obtaining supporting documents through a weeping specialist company, and the limited submission period due to the extensive number of files and pages in NORs affecting us directly.

- Regarding NOR1, I believe the most efficient, rational, and economical method for the bus route is to follow the existing plan, especially along arterial roads that are already well-established. I strongly oppose the route diverting westward through Pine Valley from Wilks Road. I hope for the enhancement of the public bus network through the expansion of existing arterial roads. I also request thorough consideration of the ideas I have presented for the bus route passing through our land.

- Concerning NOR3, I view the plan to use strategically located flat land for nearly 500 concrete parking spaces as outdated and a result of administrative convenience. The Optioneering (MCA) variables applied to our land appear to heavily favor NZTA's development convenience and economic considerations. I emphasize the necessity of applying the variables we have suggested in a rational manner.

- The Designation method as a Road Protection Method involves significant infringement on property rights, and alternative methods should be explored for the 30-year development plan. Designation for securing large parking spaces should be more carefully considered than Road Protection, with limitations on its application.

In conclusion, the anticipated mental and material damages are substantial, and relying solely on future land compensation cannot adequately address our concerns. As the Auckland Council holds the authority to review NZTA's plans and make the final decision, we earnestly request that they approach our situation impartially, ensuring a fair decision that prevents one-sided harm to us. We express our sincere gratitude to all city officials and decision-makers for taking the time to read our extensive submission. We hope that our arguments are thoroughly considered, and our opinions are well-reflected in NZTA's future plans.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



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copy to: submissions@supportinggrowth.nz

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Submitter details

Full Name or Name of Agent (if applicable)

5L#5LM#5DM#5MÄ2CF Penny O'Hara
6<G@

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter 88 Grace Hill Drive, Dairy Flat, RD2 Albany Auckland 0792

; @Q H@+	021 476909	1G<DF+Ä	pennyf007@gmail.com
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This is a submission on a notice of requirement:

By: +Ä 6<G@ÄÄ@KODBÄONCLDN	Waka Kotahi NZ Transport Agency
For: -ÄH@Ä?@BHNÄÄ LÄ#@NDIÄNIÄ <HÄ@NDHÄ?@H<NÄÄ	North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

3or we MOJJILM NC@ÄND>@Ä@KODL@G@HN 3or we IJJIM eÄNNC@ÄND>@ÄIÄÄ9@KODL@G@HNÄÄ
I or we are n@ONLto the Notice of RequirementÄ

The reasons for my views are:

Refer to attachment

Penny O'Hara
88 Grace Hill Drive
Dairy Flat RD2 Albany
Auckland 0792

12th December 2023

Submission on Notice of Requirement for designation of New Rapid Transit Corridor including a walking and cycle path (NoR 1).

My submission is in two parts; The Process & The Implications

The Process

As local residents we approached the proposal to revise the proposed RTC route with an open mind and invited Supporting Growth to attend a meeting at Grace Hill, which they did and with their consent the meeting was recorded. The representatives lied to us and deliberately misled us and it then went downhill from there. Complaints on ethics went unheeded and neither AT or NZTA has an ethics complaint process and the boards are disinterested in complaints.

The people involved have gone to extraordinary lengths to preclude any form of effective consultation or scrutiny of their assertions and heroic assumptions. With over five years to prepare their case we have only twenty days to respond to over 450 pages of NoR's, 268 pages of alternative assessments for the North network and many other related documents.

The spectacular lack of accountability and conflicts of interest of poachers seconded as gatekeepers under the guise of a brand (Supporting Growth) that does not exist as a legal entity and has absolutely no governance should be a significant concern to Councillors.

When the private sector gets it wrong shareholders pay the price. When the public sector gets it wrong we all pay the price. An entity that does not exist with no governance, all three separate levels of review conducted by internal staff with no external reviews is a recipe for a very poor outcome. The track record of projects such as this failing to deliver promised benefits and with huge cost blowouts speaks for itself.

We need only look at the City Rail Project. Construction cost blown out to probably north of \$7.5 Billion and expected to generate only \$44m in revenue per annum with operating costs of \$265 million leaving ratepayers to cover \$220m in costs every year! Before construction the Economist magazine noted that no underground train system anywhere in the world is economically viable with less than 3,000,000 people. Auckland has 40,000 in the CBD with another 65,000 workers commuting in, a total of 3% of the minimum viable population base!

Here we go again, an extra \$1billion spend for 6-8% extra passengers while increasing the travel time of the other 90%+ by 10-15 minutes and only viable if the busway extension is used for 30 years and then closed down and with only a 50% chance the cost is correct. That's right P50 means there is only a 50% chance the project will cost \$1 billion and if its \$2 billion it's within the range. What business could operate like that?

When you stand back and ask if the Rapid Transit Corridor has merit why go to such extraordinary lengths to frustrate any scrutiny there is only one conclusion and that is that the unit economics and economic benefits are so weak and scrutiny by affected parties is so feared that obfuscation and misinformation is required.

Section 171(1) part a. of the Resource Management Act requires council to consider effects on the environment having particular regard to any relevant provision of a national policy statement; coastal policy statement; regional policy statement **and** whether adequate consideration has been given to alternative sites, routes or methods of undertaking the work. The DBC does not provide adequate information to allow council to meet this requirement.

Further part c. requires council to determine whether the work and designation are reasonably necessary for achieving the objectives. I contend that issuing NoR's for the purpose of protecting the route are not necessary in the case of existing developed lifestyle blocks.

Courts have confirmed the need for acquiring authorities to have particular regard and this is the same standard required by the Environment Court for appeals. I contend that in many cases the specific items listed in my third part do not meet the standard required for reasonably necessary for achieving the stated objective. It is also extremely unlikely that the Environment Court would consider it "fair, sound and reasonably necessary" for example for these developed lifestyle properties to be so adversely affected for no sound reason given the entire project is unfunded, so far away and having been rushed through ahead of a Spatial Plan a perfect example of the cart before the horse.

Finally the New Zealand Bill of Rights under section 27, the right to justice, explicitly states: *"Every person has the right to the observance of the principles of natural justice by any tribunal or other public authority which has the power to make a determination in respect of that person's rights, obligations, or interests protected or recognised by law."*

The two fundamental principles of natural justice are that affected parties should be given the opportunity to be heard, and that decision makers should be unbiased. Clearly both principles have not been followed to date.

The Implications

Auckland council advise that the notice of requisition against our property is being issued "**to protect specific areas of land from being used in a way that would prevent the undertaking of public works**". This is to a very long bow to draw.

Our property, like most in the affected area is fully developed with a 411 sq m. home and barn and 48 sq m. in-ground pool. Council zoning prohibits more intensive development and any future change is entirely within council's control. My husband and I are like most affected

residents in our 60's. The enjoyment of our homes and later resale to fund our retirement is the fruit of a lifetimes hard work. Most owners of similar properties are self-made.

It is impossible to conceive of any action my husband and I could take that to cause our property being used to **prevent the undertaking of public works** other than perhaps drilling 800mm holes down to 40m to fracture the ground and destabilise the land to prevent any future development of any type and an NoR is unlikely to provide any protection against that! You have to understand that people are so dis-enfranchised by the unfairness of the process that option has been raised!

For Supporting growth it's a risk free land grab with a clear financial upside of using the land taken for other purposes (for example the width allowing for electric trains if as is virtually certain does not happen and buses are used) will provide a handy surplus for the shopping centre, access to land locked properties etc.

However the counterfactual imposes immediate severe penalties on owners. Only 200 Local property owners were able to politically defeat the local airfields airport application. Imagine what 2,000 deeply frustrated property owners who see this as a completely unreasonable and unfair appropriation of their wealth for no sound reason can achieve politically!

The proposed development is unfunded and not able to proceed before 2050 at the earliest if not much later or at all. In fact the project can (and probably will not go ahead ever) be cancelled after 30 years and we have no comeback.

During this time an open market sale will not be possible. Some residents want to add pools or minor outbuildings and this also will not be possible. In the 2021 year only 8 building permits were issued in the Dairy Flat South area.

In the case of the nearby Goodland's estate only 7 sites are required but due to shared ownership requisitions will be placed on all 82 properties. This is clearly complete overreach and an unfair and unwarranted expropriation of property owners rights under the Bill of Rights.

In addition almost all properties subdivided since the 1980's are subject to extensive covenants. In the case of Grace Hill Estate each property is subject to 111 pages of covenants. Even smaller subdivisions of 2-5 properties are likely to be tightly controlled by covenants.

In the case of properties acquired for the RTC there is no doubt that the Public Works Act will overrule those covenants. However that does not address the balance and in many cases negotiation will be required with adjacent properties under covenant. Getting a single land owner to sell 100Ha of farmland is a very different situation than trying to persuade 50 angry property owners to get 100 Ha!

This will be extremely problematic because a covenant holder not under NoR will have complete control over any aspect that extends beyond the NoR affected property.

They can either frustrate activities altogether or force a situation where the only way forward will be for Supporting Growth to acquire the other homes under covenant on the open market. The cost implications of this will be disastrous.

I seek the following recommendation or decision from the Council:

Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed. We anticipate it may be a decade or more before this planning process reaches a conclusion. I do not wish to be heard at the hearing.

Yours sincerely

A handwritten signature in black ink that reads "PAO'Hara". The letters are cursive and somewhat stylized.

Penny O'Hara

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Nick Roberts - Barker & Associates

Organisation Name (if submission is made on behalf of Organisation)

HY North Limited

Address for service of Submitter

HY North Limited

c/- Barker & Associates (Attn: Nick Roberts), PO Box 1986, Shortland Street, Auckland, 1140

Telephone:

Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

As set out in the attached submission.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

As set out in the attached submission.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

As set out in the attached submission.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/12/2023
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: HY North Limited (“HY North”)

1. HY North makes this submission on a designation for a new 16km long Rapid Transit Corridor (RTC), including a walking and cycling path, either alongside or separated, (“NoR 1”) lodged by Waka Kotahi (NZTA) to the Auckland Unitary Plan – Operative in Part (“AUP”) in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (“RMA”) 1991 as follows.
2. HY North could not gain advantage in trade competition through this submission.
3. HY North is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. HY North wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, HY North will consider presenting a joint case with them at a hearing.

OVERVIEW OF HY NORTH

6. HY North has an interest in the Northern Notice of Requirement Projects that is greater than the interest of the general public. HY North are the landowners of the property at 1570 Dairy Flat Highway, Dairy Flat which has been zoned Future Urban under the AUP and is located 250 meters east of NoR 1 along Dairy Flat Highway.
7. HY North notes that it is critical that any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term.
8. For this reason, it is considered that NoR 1 has the potential to give rise to adverse effects on the environment that would directly affect HY North.

SCOPE OF SUBMISSION

9. The submission relates to NoR 1 as a whole.

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Tauranga | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wānaka | Queenstown

10. HY North generally supports, in principle, the necessity for a RTC north of Auckland, to support the future urbanisation and growth in the northern Auckland region. However, there is no justification or funding allocated for this significant project, and therefore it seems fanciful and does not represent the sustainable management of a natural and physical resource. The proposed route extends the RTC significantly west of the existing busway, and will sterilise land that would otherwise be subject to integrated future urbanisation, with no justification. HY North considers it more appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland.
11. HY North **opposes** NoR 1 for the following reasons:
12. HY North opposes the general alignment of NoR 1, and recognises the need for a RTC to continue north of Auckland, however it would be more appropriate for this to be an extension to the existing northern busway, along SH1.
13. HY North opposes the extent of the designation boundary of NoR 1. The area of land proposed to be designated is much greater than what is required for the proposed road design which is between 14 metres wide and 20 metres wide (where the active mode facility is alongside the RTC). Insufficient consideration and reasoning have been given to the overall area of land being proposed to be designated, as the designation boundary is significantly greater than the area of land that is required for the proposed new RTC, which has the consequential effect of significantly limiting or preventing future development opportunities for land subject to the designation. This does not represent the sustainable management of a natural and physical resource, and therefore would not meet the sustainable management purpose of the RMA 1991.
14. HY North opposes the lapse date proposed at Condition 4, of 30 years. The extension of 25 years to the lapse period proposed is excessive and will prevent future development opportunities progressing in a cohesive and integrated manner. Sterilising the land until funding is allocated does not represent the sustainable management of a natural and physical resource, and therefore would not meet the sustainable management purpose of the RMA 1991.

DECISION SOUGHT

15. HY North seeks the following relief on NoR 1:
 - (a) That NoR 1 be realigned, to extend the northern RTC along SH1, consistent with the northern busway;
 - (b) If the alignment is approved, that the extent of the designation boundary of NoR 1 be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for the new Rapid Transit Corridor;
 - (c) If the alignment is approved, that the lapse date is reviewed and reduced to be consistent with section 184(1) of the RMA. The lapse date should be 5 years after the date on which the NoR is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. Pursuant to section 184(1)(c) of the RMA, Waka Kotahi proposes an extended lapse period of 30 years for implementation of the proposed designation, however this lapse period is excessive and needs to be reduced.

- (d) If the alignment is approved, that the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries); and
- (e) That Schedule 1 of the proposed conditions of NoR 1 be amended following review of the extent of the designation boundary.

Address for Service:

Barker & Associates Limited
Attn: Nick Roberts
PO Box 1986
Shortland Street
Auckland 1140

Contact Number: 029 666 8330

Email: nickr@barker.co.nz

Copied to:

HY North Limited

c/- Tony Chien

Email: tchien2007@gmail.com

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1129] Notice of Requirement online submission - North Shore Aero Club Incorporated
Date: Tuesday, 12 December 2023 4:15:28 pm
Attachments: [North Shore Airport Submission on North NoR's 12-12-2023.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: North Shore Aero Club Incorporated

Organisation name: North Shore Aero Club Incorporated

Full name of your agent: Haines Planning (CivilPlan Consultants Limited) c/- David Haines

Email address: Davidhaines@civilplan.co.nz

Contact phone number: 021677432

Postal address:

Suite 12A

Level 12

17 Albert Street

Auckland City

Auckland 1010

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Please refer to attached submission letter.

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

We are in conditional support of the Notice of Requirement. Please refer to attached submission letter.

I or we seek the following recommendation or decision from Auckland Council:

Please refer to attached submission letter. In summary, the submitter seeks the following relief: a. That conditions be included for each of the designations to ensure that NSAC are consulted prior to, and during, the detailed design phase so that road construction and associated infrastructure does not: i. Affect airport approach paths; ii. Create light distractions; iii. Cause (or create potential to cause) bird strike. b. That the designations take into account future airport expansion plans. c. Any alternative relief of like effect, to the satisfaction of the Submitter. d. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.

Submission date: 12 December 2023

Supporting documents

[North Shore Airport Submission on North NoR's 12-12-2023.pdf](#)

Attend a hearing

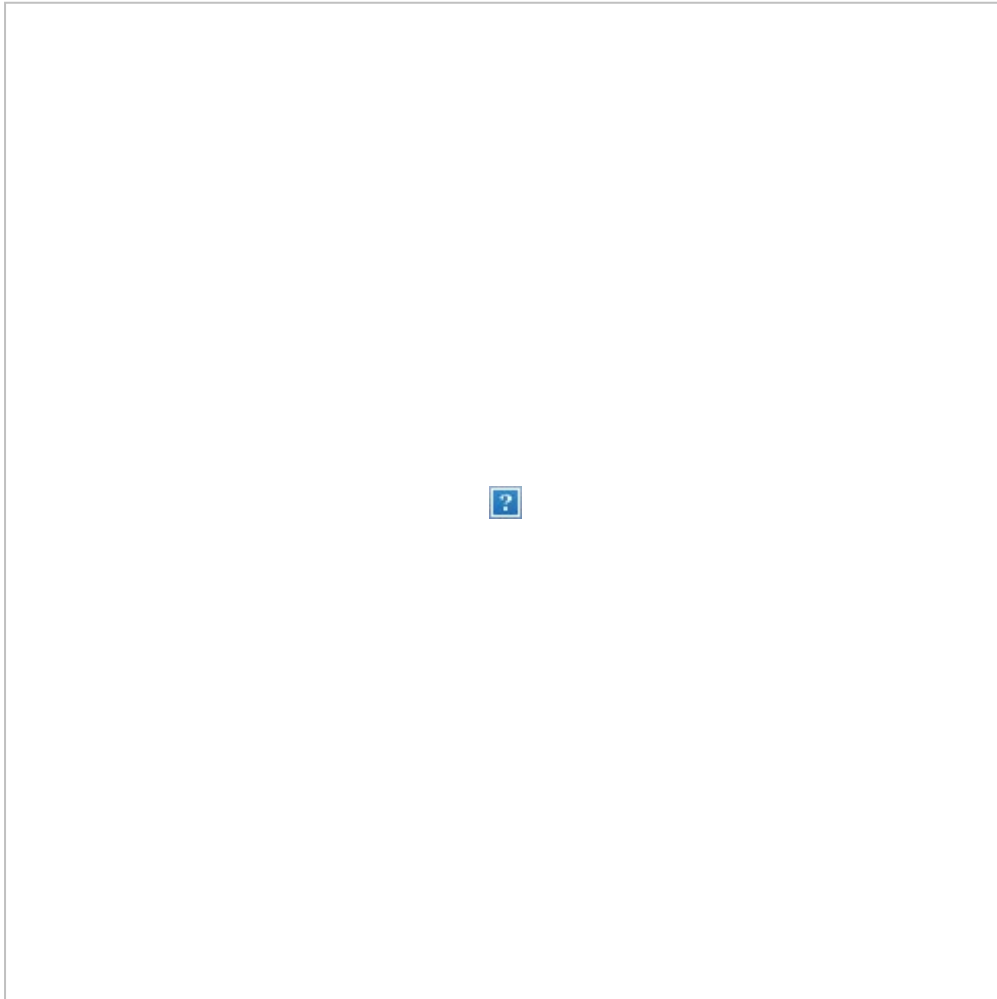
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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**SUBMISSION ON
THE NORTH PROJECTS NOTICES OF REQUIREMENT BY
AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT
AGENCY
(DATED 12 DECEMBER 2023)**

INTRODUCTION

1. North Shore Aero Club Incorporated (“NSAC”) makes this submission on the proposed North Projects Notices of Requirement (“NoRs”) by Auckland Transport (“AT”) and NZ Transport Agency Waka Kotahi (“NZTA”) as requiring authorities under the RMA 1991.
2. The North Projects comprise 13 NoRs, with this submission specifically relating to:
 - a. NoR 1 - New Rapid Transit Corridor (“RTC”) between Albany and Milldale, including new walking and cycling path (NZTA).
 - b. NoR 4 – State Highway 1 (“SH1”) Improvements (NZTA).
 - c. NoR 11 - New connection between Dairy Flat Highway and Wilks Road (AT).
 - d. NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange (AT).
3. These four NoRs are highlighted in **Figure 1** below.

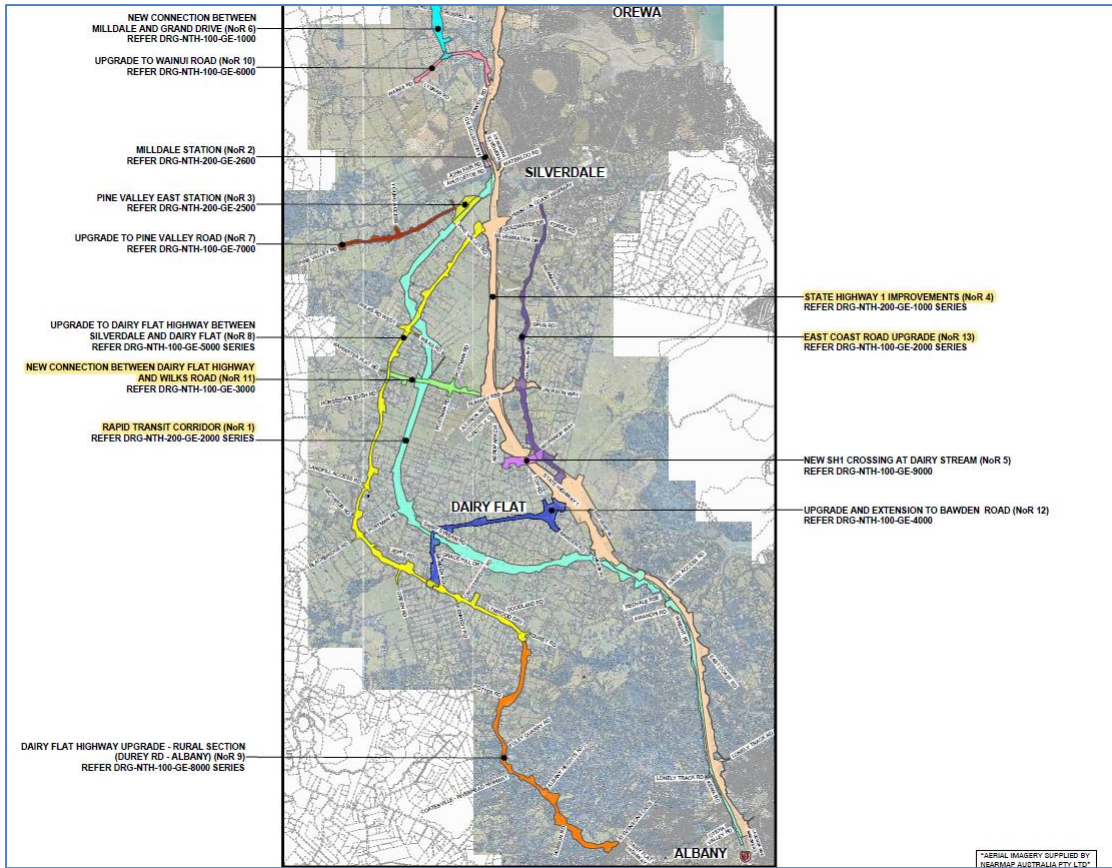


Figure 1: Identification of NoRs 1, 4, 11, and 13.



Figure 2: Aerial photograph showing extent of North Shore Airport landholding.

ABOUT NSAC

4. NSAC is the owner and operator of the North Shore Airport (“NSA”) located at 270-300 Postman Road, Dairy Flat (see **Figure 2** above).
5. The Airport caters to a wide range of flight and non-flight aviation activities including:
 - a. Scheduled commercial flights.
 - b. Charter flights.
 - c. Training flights.
 - d. Tertiary Education (Flight Training Schools).
 - e. Emergency rescue flights and services.
 - f. Private general aviation, including from private sites at the adjacent Aeropark.
 - g. Engineering facilities.
 - h. Freight distribution.
 - i. Manufacturing.
 - j. Support and administration.
6. NSA was originally established as a facility for NSAC to operate aircraft on a recreational basis. After more than 60 years of operation, the Airport has grown significantly with 200 airport-based aircraft and over 100 different tenants in the commercial and private airport occupancies.
7. The Airport is a regionally significant infrastructure asset which provides links to provincial New Zealand from its strategic location close to State Highway 1.
8. NSAC acknowledges that, in the public interest, NSA has organically transitioned into Auckland’s second regional airport, offering commercial air services to other New Zealand regional centres. To this end, and in support of extending this public service, NSAC has developed a Master Plan which identifies a four-stage development of NSA to increase the length and width of the runway and provide associated buildings and infrastructure.
9. The Airport’s current operational ability and modest growth expectations to serve the catchment of 500,000 residents north of the Harbour Bridge

cannot be overlooked at this important stage in planning for Auckland's transport infrastructure (refer plans at **Attachment 1**).

10. Notable strategic considerations are as follows:
- a. Support of NSA as Auckland's second regional airport is needed for Auckland to improve its transportation resilience as an international city.
 - b. NSA at Dairy Flat has been identified as a suitable location to continue development as a second regional airport, as one third of Auckland's population currently lives closer to NSA than Auckland International Airport. This percentage is expected to increase as residential intensification occurs within the identified and planned northern growth areas. Furthermore, options for development or establishment of alternative airports are severely limited in terms of geographic location, resource management challenges, social and environmental factors.
 - c. The future expansion of NSA to provide services for smaller commercial aircraft to provincial centres is expected to have positive traffic effects on Auckland's wider land transport network.
 - d. NSA is also a critical infrastructure asset during emergencies. During the Auckland flood events of 2023, for example, NSA remained operational while other key transport links were closed. During the flooding in Hawkes Bay, airports were also essential in rescue and recovery efforts.

THE NSA SITE

11. NSA is built on a large, relatively flat area east of Dairy Flat village. The Airport sits at 60m above sea level, however the land at the northern corner of the site rises to 70m above sea level. The Airport has a 690m road frontage to Postman Road.
12. The land holding comprises an area of 27.1084 hectares.
13. NSA currently has two operational runways:
 - a. 03/21 – concrete (791m long, by 9m wide), grass (791m long, by 60m wide). The grass is used in the drier months for take-off and landing by light aircraft.
 - b. 09/27 – gravel (560m long, by 9m wide), grass (570m long, by 60m wide)

14. Various hangars and aeronautical businesses occupy a number of buildings in the north-west and south-east corners of the airport.
15. The Site is zoned Special Purpose – Airports and Airfields Zone in the Auckland Unitary Plan (“the Unitary Plan”) and is subject to its own North Shore Airport Precinct (refer to **Attachment 2**).
16. There are two types of overlay rules that apply to the Airport land and surrounds, these being:
 - a. The Airport Approach Surface Overlay which controls protrusions or obstructions into airport approach surfaces; and
 - b. The Aircraft Noise Overlay, which manages the subdivision of land and the location of activities in areas of high cumulative noise around the Airport. The location of these overlays is shown in **Figure 3**.

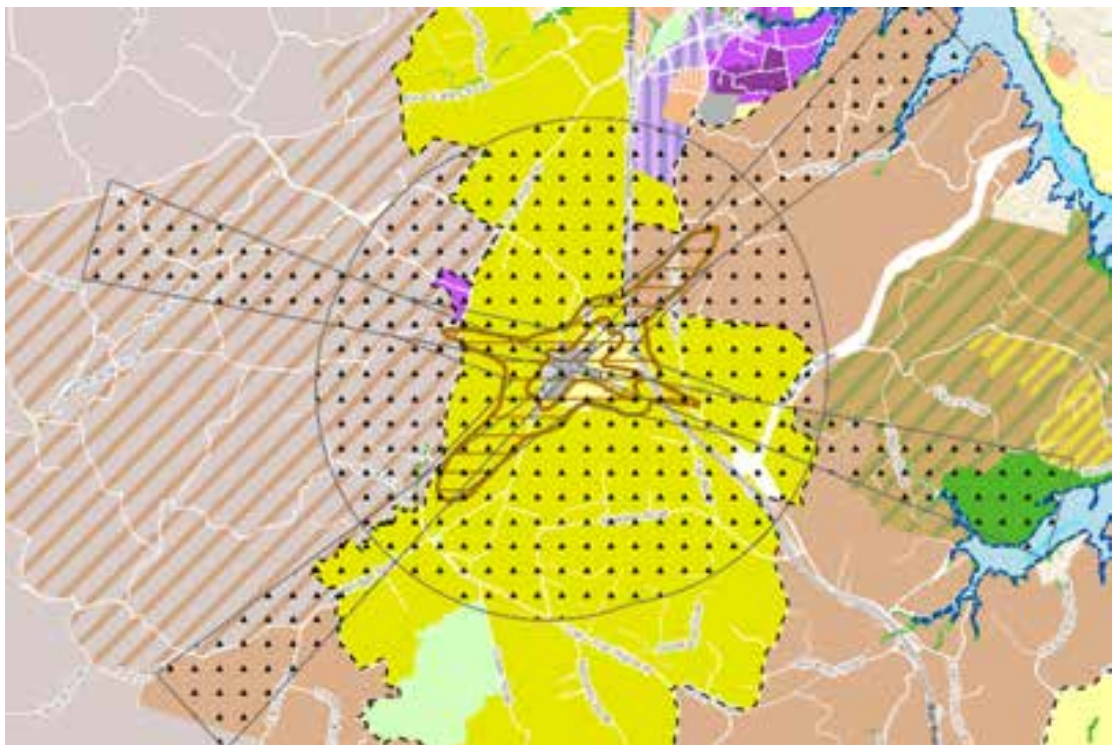


Figure 3: Unitary Plan Overlays (triangles denote the Airport Approach Surface Overlay and brown horizontal lines denotes the Aircraft Noise Overlay)

GENERAL FEEDBACK

17. NSAC generally supports the proposed NoRs and considers that their implementation will have positive transport outcomes for the North of Auckland. 0.1
18. The projects will also make NSA more accessible and will align with NSA's formal recognition as Auckland's second commercial airport.
19. Although NSAC supports the NoRs, the key matters of potential concern relate to the detailed design of the new roads and associated infrastructure, which have the potential to impact on operational requirements of the Airport. NSAC must therefore be consulted as part of the detailed design phase, with conditions attached to the designation requiring this consultation to occur.
20. These detailed design considerations include:
- a. Obstruction limitations to ensure structures do not encroach into the runway approach and departure paths;
 - b. Light intrusion / splay from street lighting;
 - c. Formation heights of the Wilks Road interchange and East Coast Road improvements; and
 - d. Stormwater management arrangements that avoid bird strike.
21. NSAC seeks to ensure that the importance of NSA as a regionally significant infrastructure asset is fully recognised and provided for at the strategic planning level, both in terms of transportation and land use considerations.

NoR 1: New Rapid Transit Corridor (NZTA)

22. With regard to NoR 1, NSA submits that the proposed Rapid Transit Network ("RTN") route should identify 'North Shore Airport' as a future RTN stop with detailed route alignment to be discussed further between NZTA and NSA as respective proposals are advanced.
23. It is submitted that the rapid transit station be located west to north-west of the existing Airport terminal (refer to Attachment 2) to allow direct connectivity with the Airport and enable:
- a. A high proportion of people to arrive at the Airport by rapid transit; and

- b. Convenient affordable access to and from the Airport for both passengers, students and workers at the Airport and the surrounding proposed industrial area.

NoR 4 and 11: State Highway 1 Improvements and New Connection between Dairy Flat Highway and Wilks Road (NZTA and AT)

- 24. A modest runway extension to the south-west (and to the north-east to a lesser extent) is required for the Airport to reach its full potential. This may require the eventual re-alignment or grade separation of Postman Road. It is for this reason that NSAC seeks a condition to NoRs 4 and 11 that the Requiring Authority engage with NSAC during the detailed design phase of the new connection between Dairy Flat Highway, Wilks Road and SH1. 0.2
- 25. NSA supports the proposal to establish a SH1 Interchange with Wilks Road. However, it also submits that a full interchange in this location would be more appropriate, in anticipation of future business and trade being attracted to the NSA environs. A full interchange should be proposed in response to anticipated growth of businesses within the already proposed Industrial land around the Airport. Future businesses will need fast regional connections for persons and freight travelling in all directions, and not solely southbound as presently shown in NZTA plans.
- 26. The upgrading details and final alignment of Wilks Rd near to, and including, the motorway interchange needs to be carefully planned in conjunction with NSA given its proximity to the main approach path and Runway End Safety Area (RESA) at the northern end of the Airport.

NoR 13: East Coast Road upgrade (AT)

- 27. Similar to the comments on Wilks Road, the design and final levels of East Coast Road in the location of the Obstacle Limitation Surface (“OLS”) overlay need to be carefully considered (refer to **Attachment 3**). This includes the roundabout proposed between East Coast Road and Wilks Road.
- 28. Any proposed raising of East Coast Road could result in the road itself, or associated infrastructure (such as street lighting) intruding into the OLS. This is because the current level of the road falls just below the OLS in some locations.
- 29. Any proposed street lighting could also create light pollution and cause distraction to aircraft.

30. The final design levels of East Coast Road and associated infrastructure needs to be therefore carefully planned in collaboration with NSA to ensure that the Airport's approach and departure paths are protected.

RELIEF SOUGHT

31. The Submitter seeks the following relief:
- a. That conditions be included for each of the designations to ensure that NSAC are consulted prior to, and during, the detailed design phase so that road construction and associated infrastructure does not:
 - i. Affect airport approach paths;
 - ii. Create light distractions;
 - iii. Cause (or create potential to cause) bird strike.
 - b. That the designations take into account future airport expansion plans.
 - c. That a rapid transit station be situated proximate to the NSA to allow convenient access between the RTN and Auckland's proposed second commercial Airport.
 - d. That a full interchange be established for the SH1 interchange with Wilks Road.
 - e. Any alternative relief of like effect, to the satisfaction of the Submitter.
 - f. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.

PROCEDURAL MATTERS

32. NSAC wishes to be heard in support of this submission and would consider presenting a joint case with any other party seeking similar relief.
33. NSAC agrees to participate in mediation or other alternative dispute resolution and would be pleased to discuss the content of this submission with AT, NZTA and Auckland Council staff.
34. NSAC reserves the right to revise its position in response to other submissions or changes to the notified provisions.

By its duly authorised agent: Haines Planning (CivilPlan Consultants Limited)
Dated: 12 December 2023
Address for service: North Shore Aero Club Incorporated
c/- Haines Planning (CivilPlan Consultants Limited)
Suite 12A, Level 12
17 Albert Street
Auckland 1010
Attention: D R Haines, Director
davidhaines@civilplan.co.nz

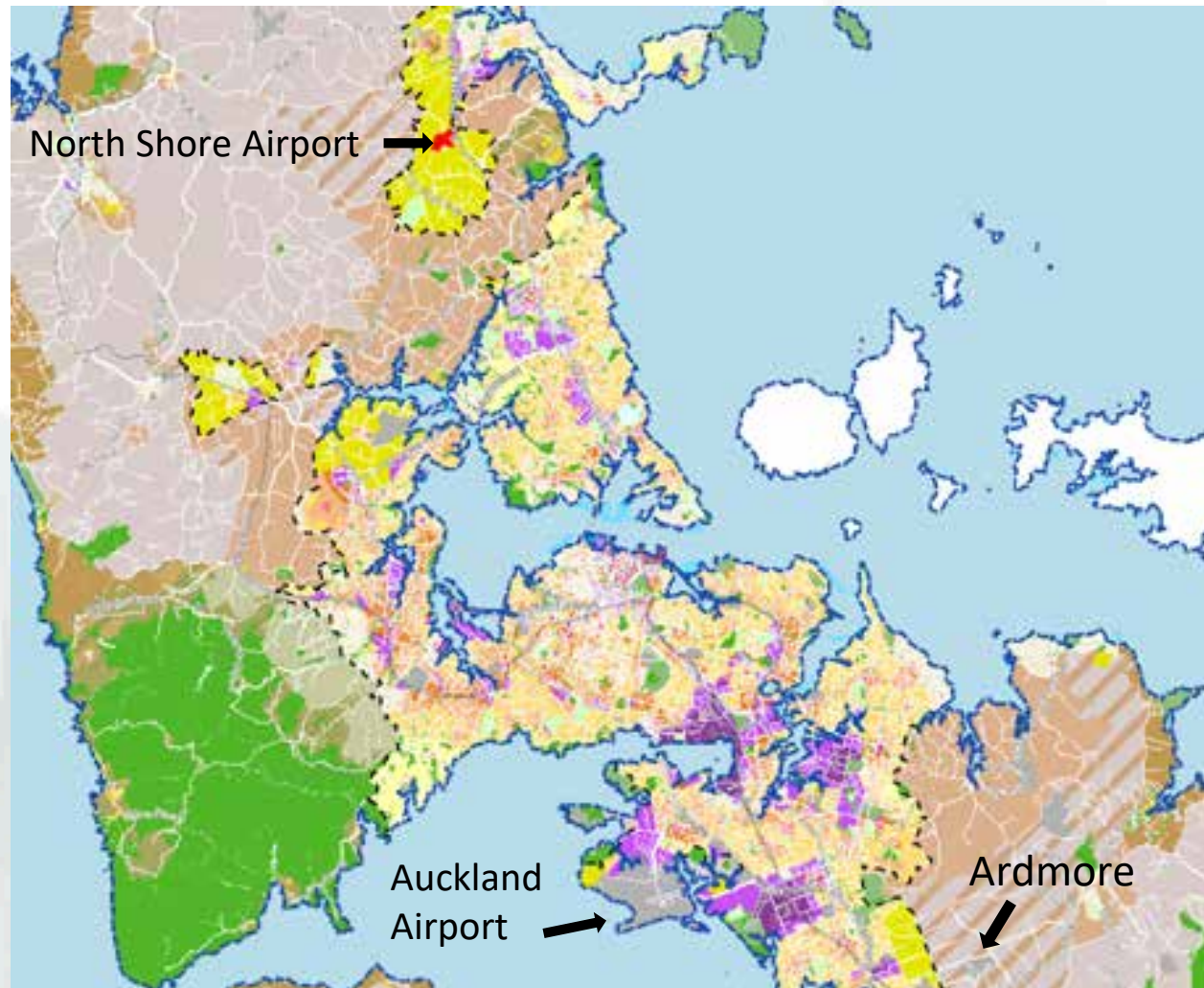
■ **Attachment 1**

North Shore Airport Location
Maps

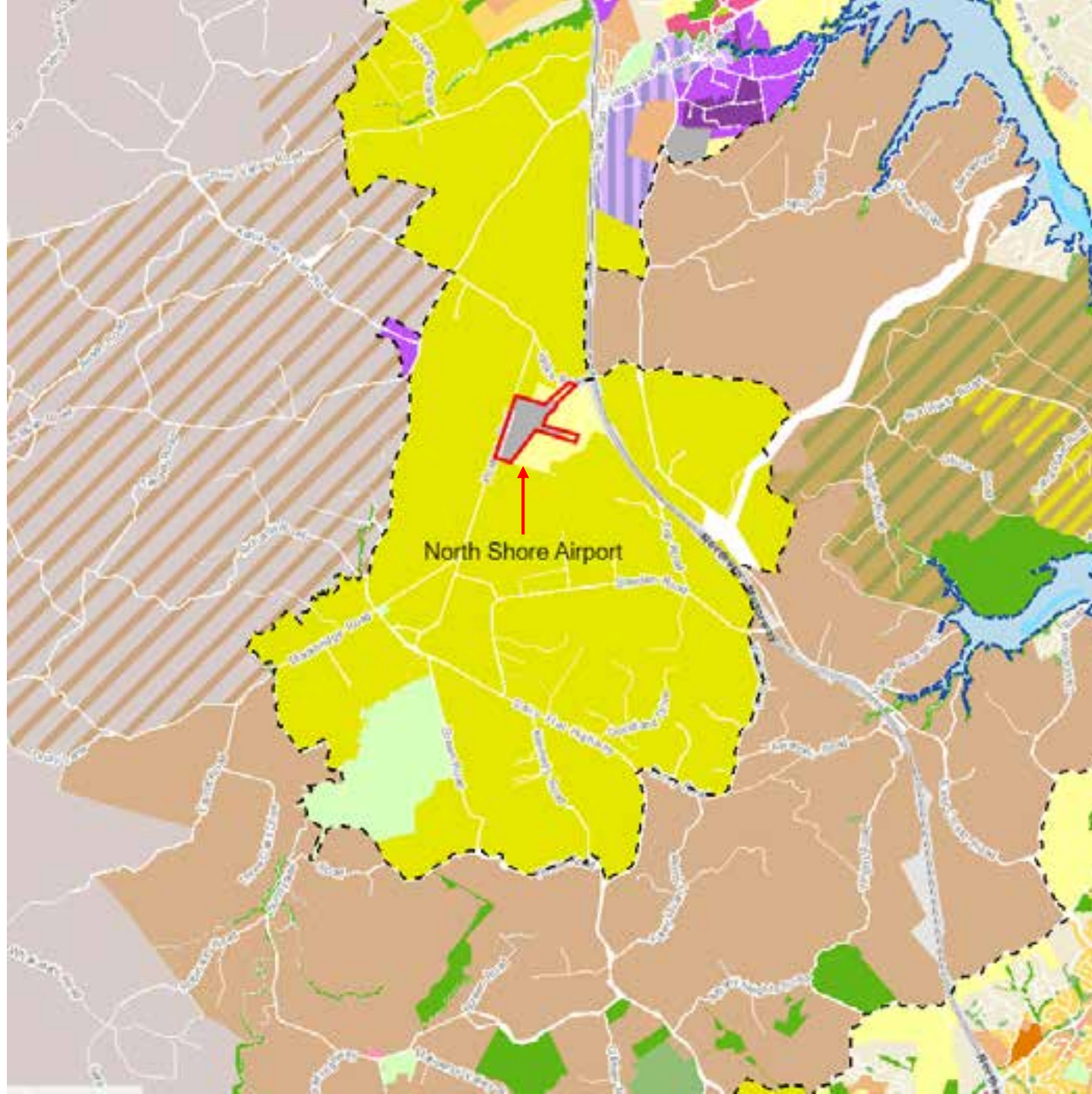
Catchment for North Shore Airport



Location of North Shore Airport



Zoning
Map for
North
Shore
Airport



■ **Attachment 2**

Proposed Rapid Transit
Station Location

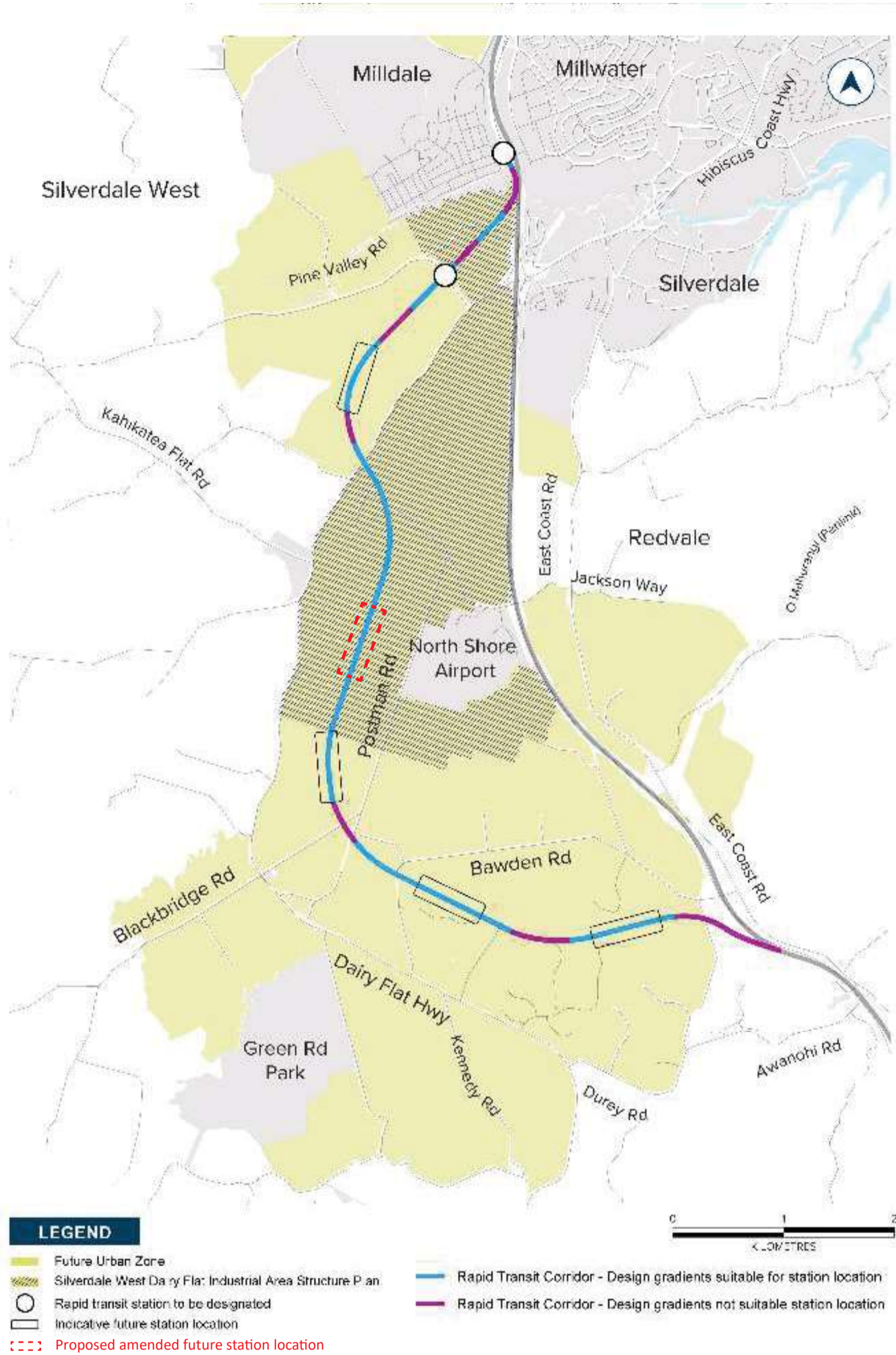
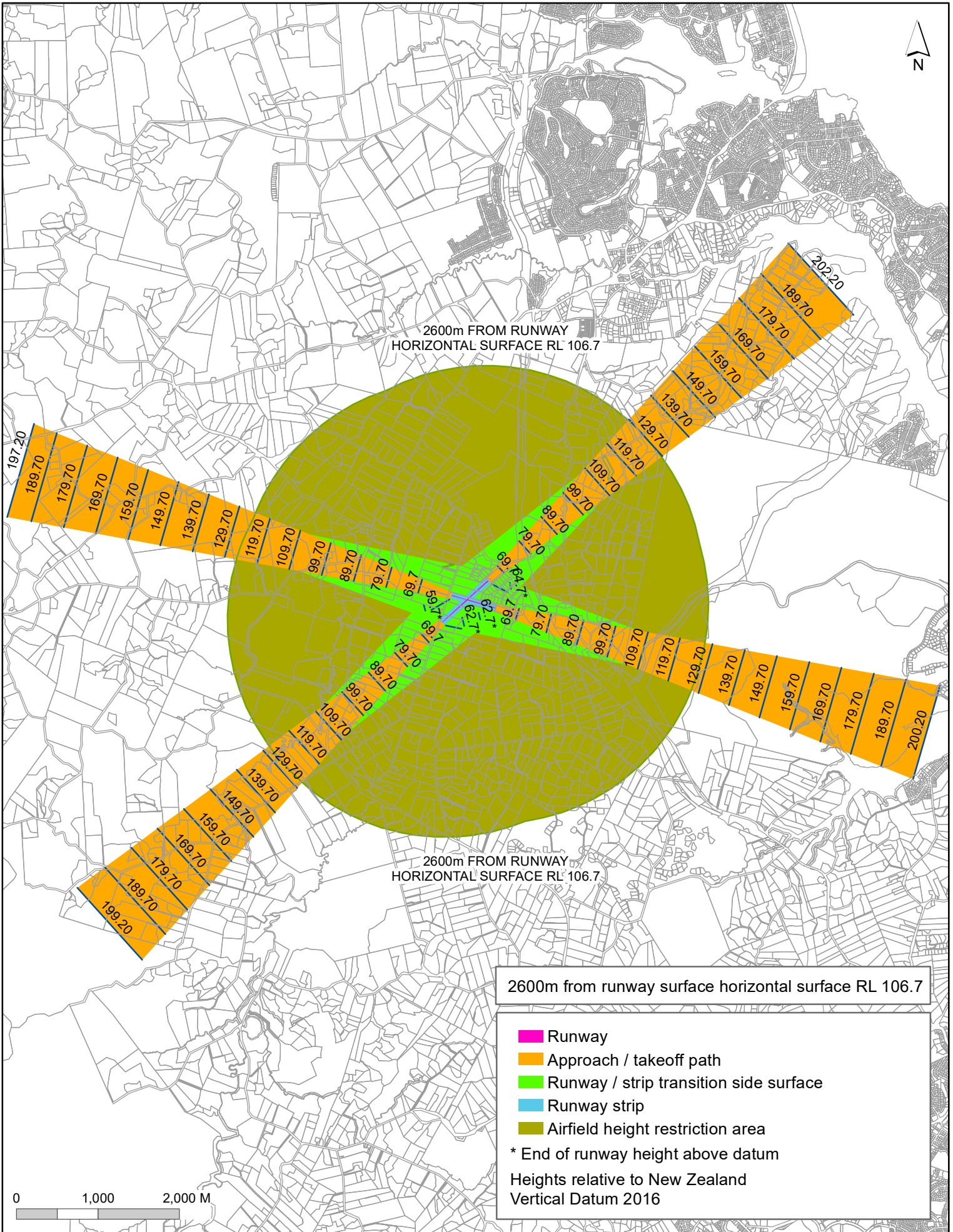


Figure 8-2: RTC proposed and potential future station locations

■ **Attachment 3**

Auckland Unitary Plan – North
Shore Airport Approach Path



Airport approach path : North Shore Airfield height restriction



**SUBMISSION BY G M NEWMAN, B T NEWMAN AND PEN TRUSTEE LIMITED
ON NOTICES OF REQUIREMENT TO DESIGNATE LAND AT BAWDEN RD, DAIRY FLAT**

To: Auckland Council

Name of submitter: G M Newman, B T Newman, and Pen Trustee Limited, as trustees of the Burrell Family Trust

Date: 13 December 2023

This is a submission on NOR 1 – Rapid Transit Corridor (Waka Kotahi) for a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path (the “NoR”).

We are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (“RMA”).

We wish to be heard in support of our submission.

If others make a similar submission, we would consider presenting a joint case with them at any hearing.

Scope of submission

1. This submission relates to the NoR in its entirety.

Nature of submission

2. We oppose the NoR in its entirety.

Reasons for submission

3. Our primary reasons for this submission are that the NoR:
 - a. fails to promote the sustainable management of natural and physical resources, and therefore fail to meet the purpose and principles of the RMA; □1.1
 - b. fails to meet the reasonably foreseeable needs of future generations. It continues to use the best land for roading - this will mean people waste vast amounts of time travelling to and from work - and instead housing should be concentrated within the city limits; □1.2
 - c. continues to encourage and enable people to travel long distances to work rather than looking to the future and providing planning for “15 minute Cities”. These Cities allow residents to have all the essentials, shops, healthcare, education, parks, and employment within 15 minutes of their residence. The concept has been adopted by Paris, Barcelona and New York with many other cities forward planning for this in the future; □1.2

- d. fails to enable the social, economic, and cultural well-being of the Auckland community to be met; 1.3
- e. is inconsistent with the purposes and provisions of the relevant planning documents, including the Unitary Plan and the Regional Policy Statement (“RPS”); 1.
- f. is inconsistent with Part 2 and other provisions of the RMA, including sections 74 and 75, including the functions of Auckland Council (“Council”) under s 31; and 1.2
- g. will have significant adverse effects on the environment, including promoting sprawl across valuable farmland; 1.1
- h. will be utilizing the best land for transport needs and will be leaving the flood prone land for housing, food crops, and recreation; 1.1
- i. fails to comply with s 171(1)(b) of the RMA, as adequate consideration has not been given to alternative sites, routes, or methods of undertaking the proposed works in circumstances where Waka Kotahi – The New Zealand Transport Agency (“NZTA”) does not have an interest in the land sufficient for undertaking the work and in light of (f) above; 1.
- j. is not reasonably necessary to achieve the objectives of the requiring authority for which the designations are sought. 1.
4. Without limiting the generality of the above, additional specific reasons for opposing the NoRs are set out below.

Background and introduction

5. We own the property at 392 Bawden Road, Dairy Flat. We purchased the 2.8 hectare property in March 2022 as our new family home, relocating from Christchurch in the process.
6. We loved the open nature of the property, as well as the beautifully maintained 1880s four-bedroom villa, which was perfect for our needs, and all the benefits that come with rural lifestyle living. We were assured before we purchased the property that the zoning (Future Urban) meant that we could live here and not be forced to sell. We looked into this closely as it was a huge move for us to relocate in our retirement years to a new city. We were drawn to this property as its close to Orewa, Albany and Long Bay, but also very quiet and private. 1.3
7. The property provided the opportunity for us to develop the land as well as renovate the house. We have spent many hours gardening, developing an orchard, building a large barn, and renovating in the 18 months that we have lived here.
8. We are now faced with living in a property that is unsalable due to the NoR. It has made the property impossible to sell and we are locked in here unable to move on with our lives. We also feel it would be unwise to keep renovating the property, so we are stuck with the project half completed. 1.

9. We have been in negotiations with Supporting Growth for almost six months now, after being advised that our property was likely to be required for the purpose of the proposed Rapid Transit Corridor. Prior to notification of the NoR, we had commenced a marketing campaign for the property through Harcourts Cooper and Co. I refer to this in more detail below.

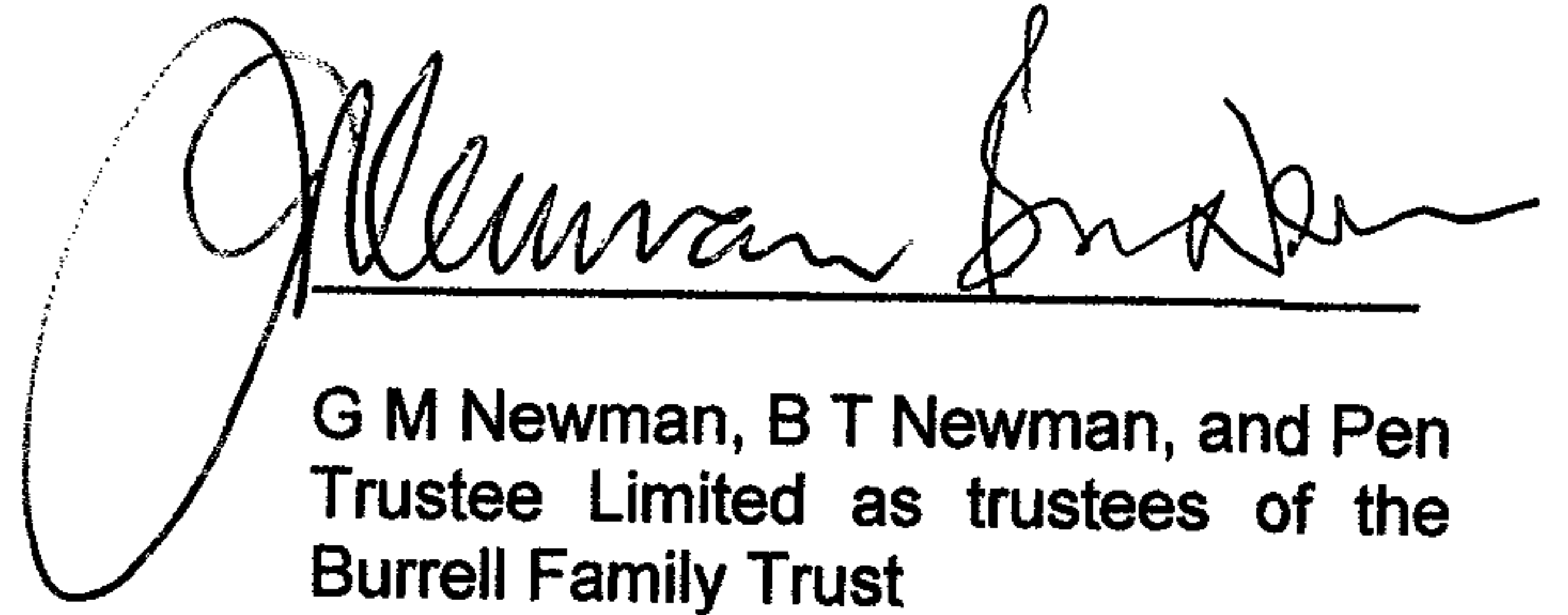
Specific reasons for opposing the NoRs

10. The proposed NoR covers the entirety of our property, with the exclusion of the first part of the accessway which runs up to Bawden Road. The proposed Rapid Transit Corridor runs through the middle of our property, with a substantial cut batter through the vast majority of our home. We understand that our home will be effectively destroyed by the proposed Rapid Transit Corridor. □1.□
11. At NZTA's recommendation, since we became aware of the NoR we commenced the process for marketing our property. In marketing our property we have, appropriately, advised potential purchasers who were interested, of the potential NoR. After being told, those buyers that were interested were no longer interested. Furthermore, since the NoR was notified, interest in our property from potential buyers has reduced to (effectively) zero. □1.□
12. We have asked NZTA to acquire our site now, on the basis that we cannot enjoy our property, we cannot develop it, we cannot invest money or emotional energy into our property not knowing when it will be ripped away from us. While we remain in discussions with NZTA and are hopeful that they proceed with an early acquisition, we are seeking to preserve our position by opposing the NoR in full.
13. We now spend our time travelling between Christchurch and Dairy Flat as I have a 94 year old mum whose health has deteriorated very rapidly since we have moved away. We are stuck with trying to maintain our house in pristine condition in the hope that someone may look to buy it and going to Christchurch to try and help Mum on a regular basis. What was supposed to be our retirement dream has turned into a "Life sentence", and currently there appears to be no prospect of parole. □1.□
14. While NZTA aren't responsible for my mum's deteriorating health they are responsible for making it impossible to sell our home in a timely fashion so that we can readdress our needs, and move on with our lives like any adult should be able to do.

Recommendation sought

15. We seek that the NoR is recommended to be **withdrawn**.
16. In the alternative, we seek that NZTA acquire our property in full under the Public Works Act 1981 with immediate effect.

Signature:



G M Newman, B T Newman, and Pen
Trustee Limited as trustees of the
Burrell Family Trust

Date:

13 December 2023

Address for Service:

c/- Aidan Cameron
Barrister
Bankside Chambers
Level 22, 88 Shortland St
AUCKLAND 1140
T + 64 9 307 9955
E aidan@bankside.co.nz

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1145] Notice of Requirement online submission - Richard Spencer
Date: Wednesday, 13 December 2023 8:15:57 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Richard Spencer

Organisation name:

Full name of your agent: Spencer Marine boatbuilders ltd

Email address: extremefishing@xtra.co.nz

Contact phone number:

Postal address:
extremefishing@xtra.co.nz
silverdale /Dairyflat
silverdale /Dairyflat 0992

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
209 pine valley road Dairyflat //NA101C572

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Why would i Want this .I have the smallest block of land in the area with well established trees and bird life.Why would you The brain dead idiot who drew this want to use the southern area of my land when you have another 20 acres with nothing there a joining my land why the hell would you not use that and move the position another couple of hundred metres SOUTH. That land is only land banked by some CHINESE WHO DONT EVEN LIVE HERE....I am a Generational KIWI and you Want to Take MY land.. Why the hell would you not just widen Dairyflat highway anyway and use the existing road . STOP destroying good land and habitats . You fools have no idea never had any experience in the real world just sit behind desks and piss everyone one else off with the brain dead ideas , What do you all do Friday arvo put a map on the wall and start throwing dart at it to come up with an idea . AS you can see i am full opposed to this ridiculous idea and will not go down with out a fight

2.1

I or we seek the following recommendation or decision from Auckland Council:
This should be Declined do NOT go through with it

Submission date: 13 December 2023

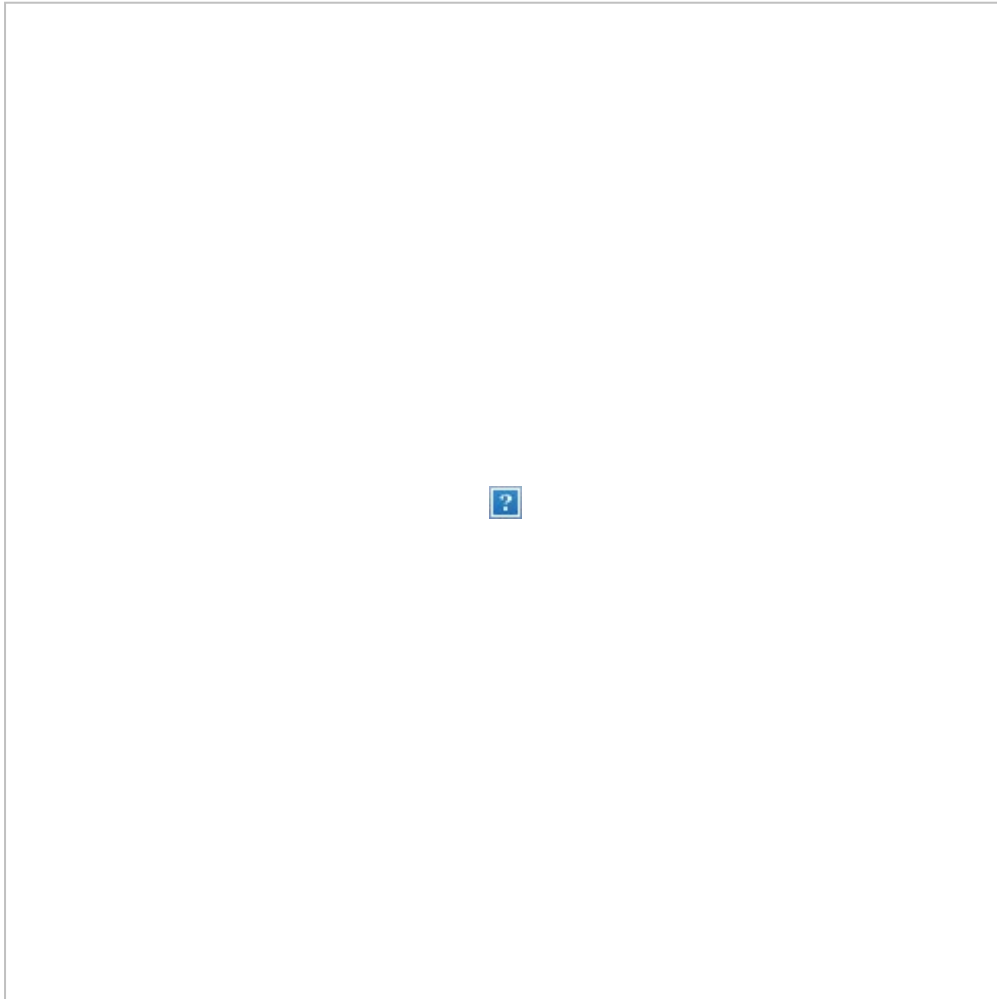
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Nick Roberts - Barker & Associates

Organisation Name (if submission is made on behalf of Organisation)

Fulton Hogan Land Development

Address for service of Submitter

Fulton Hogan Land Development

c/- Barker & Associates (Attn: Nick Roberts) PO Box 1986, Shortland Street, Auckland, 1140

Telephone:

Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

As set out in the attached submission.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

As set out in the attached submission.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

As set out in the attached submission.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/12/2023
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: Fulton Hogan Land Development Limited (“FHLD”)

1. FHLD makes this submission on a designation for a new 16km long Rapid Transit Corridor (RTC), including a walking and cycling path, either alongside or separated, (“NoR 1”) lodged by Waka Kotahi (NZTA) to the Auckland Unitary Plan – Operative in Part (“AUP”) in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (“RMA”) 1991 as follows.
2. FHLD could not gain advantage in trade competition through this submission.
3. FHLD is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. FHLD wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, FHLD will consider presenting a joint case with them at a hearing.

OVERVIEW OF FULTON HOGAN LAND DEVELOPMENT LIMITED

6. FHLD is one of New Zealand’s largest residential land development companies and has made a significant contribution to housing supply in the Auckland region over the past 20 years through developments such as Dannemora, Millwater, and more recently Milldale. FHLD has also commenced earthworks at Drury in it’s latest Auckland development.
7. FHLD has an interest in NoR 1 that is greater than the interest of the general public. The proposed designation directly impacts property owned by FHLD.
8. By way of background, FHLD is responsible for the existing development at Milldale (Wainui Precinct), and is currently preparing a private plan change request to the Auckland Unitary Plan, seeking to rezone land adjacent to Milldale (at Milldale North and Wainui West) from Future Urban zone to a combination of operative AUP zones. FHLD, in conjunction with Fletchers, has also recently lodged a private plan change request to the AUP to rezone 107.35ha of land within the

Silverdale West Structure Plan Area from Future Urban zone to predominantly Business - Light Industry zone.

9. FHLD notes that it is critical that any future planned land use and transport infrastructure is integrated, to avoid significant and unnecessary disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term.
10. Overall, the Northern Network and NoR 1 in particular has the potential to give rise to adverse effects to the environment that would directly affect FHLD.

SCOPE OF SUBMISSION

11. The submission relates to NoR 1 as a whole.
12. FHLD **opposes** NoR 1 for the following reasons:
13. FHLD fundamentally opposes NoR 1, which will designate, and essentially sterilise, a significant number of properties zoned for future development in North Auckland, for a roading project that is fanciful.
14. There is no clear justification or funding allocated for this significant project, and therefore it is considered fanciful and does not represent the sustainable management of a natural and physical resource. The proposed route extends the RTC significantly west of the existing busway, and will sterilise land that would otherwise be subject to integrated future urbanisation, with no justification. FHLD considers it more appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland.
15. FHLD opposes the spatial extent of the designation boundary of NoR 1. The area of land proposed to be designated is much greater than what is required for the proposed road design which is between 14 metres wide and 20 metres wide (where the active mode facility is alongside the RTC). Insufficient consideration and reasoning have been given to the overall area of land being proposed to be designated, as the designation boundary is significantly greater than the area of land that is required for the proposed new RTC, which has the consequential effect of significantly limiting or preventing future development opportunities for land subject to the designation. This does not represent the sustainable management of a natural and physical resource, and therefore would not meet the sustainable management purpose of the RMA 1991.
16. FHLD opposes the lapse date proposed at Condition 4, of 30 years. The extension of 25 years to the lapse period proposed is excessive and will prevent future development opportunities progressing in a cohesive and integrated manner. Sterilising the land until funding is allocated does not represent the sustainable management of a natural and physical resource, and therefore would not meet the sustainable management purpose of the RMA 1991.
17. FHLD opposes NoR 1 including a 30-year timeframe for implementation. While FHLD has already identified some existing land use and transport integration issues existing at this time, it is inevitable that there will be more in the future as North Project elements are implemented over time. FHLD notes that it is unclear whether a Condition requiring a Land Use Integration Process has been

included for NoR 1, and therefore FHLD requests that if NoR 1 is approved it needs to include a Condition requiring a Land Use Integration Process (LIP) with the focus to be on providing a direct avenue for discussions between the Requiring Authority and the development community. FHLD requests that the condition be consistent with Condition 10 included in NoR 8, and be amended to clarify:

- (i) that this is an avenue for open and honest two-way collaboration for the purposes of integration of transport infrastructure and land use
- (ii) that it is not simply a mechanism for land use to coordinate with transport infrastructure, but that where appropriate, transport infrastructure may be amended to align with or accommodate proposed land use

While the above can ensure future transport and land use integration, the lack of engagement now can only be addressed by engagement now and changes to the NoR.

18. FHLD notes that NoR 1 includes a raft of conditions whereby management plans are to be provided “prior to construction”. These triggers would be more useful and of more relevance to landowners and developers if they were amended to “at the time of the Outline Plan is applied for”. Examples of where this trigger may be more appropriate include the Urban and Landscape Design Management Plan (Condition 9), Construction Environmental Management Plan (Condition 12), and Stakeholder and Communication and Engagement Management Plan (Condition 13).

DECISION SOUGHT

19. FHLD seeks the following relief on NoR 1:
- (a) That NoR 1 be declined, and removed from the North Auckland projects, as it is a fanciful project;
 - (b) That a future RTC, if identified as necessary to service future growth in North Auckland, is realigned to run adjacent along SH1, as a continuation of the existing northern busway;
 - (c) If approved, that the extent of the designation boundary of NoR 1 be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for the new Rapid Transit Corridor;
 - (d) If approved, that the lapse date is reviewed and reduced to be consistent with section 184(1) of the RMA. The lapse date should be 5 years after the date on which the NoR is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. Pursuant to section 184(1)(c) of the RMA, Waka Kotahi proposes an extended lapse period of 30 years for implementation of the proposed designation, however this lapse period is excessive and needs to be reduced.
 - (e) If approved, that the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries);

- (f) That Schedule 1 of the proposed conditions of NoR 1 be amended following review of the extent of the designation boundary; and
- (g) Any such further relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

Address for Service:

Barker & Associates Limited

Attn: Nick Roberts

PO Box 1986

Shortland Street

Auckland 1140

Contact Number: 029 666 8330

Email: nickr@barker.co.nz

Copied to:

Fulton Hogan Land Development Limited

c/- Gregory Dewe, Operations Manger

Email: Gregory.Dewe@fultonhogan.com

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1157] Notice of Requirement online submission - Okura Park Estates Residents Association Inc
Date: Wednesday, 13 December 2023 2:01:04 pm
Attachments: [Submission to NoR 1 by NZTA.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Okura Park Estates Residents Association Inc

Organisation name:

Full name of your agent: Hamish Anderson, Chester Consultants Ltd

Email address: hamish@chester.co.nz

Contact phone number: 021707740

Postal address:

Level 1

28 The Warehouse Way

Northcote

Auckland 0627

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Lot 2 DP 439911, Awano Road, Redvale 0792

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

Please refer attached report

I or we seek the following recommendation or decision from Auckland Council:

Approval subject to conditions

Submission date: 13 December 2023

Supporting documents

Submission to NoR 1 by NZTA.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

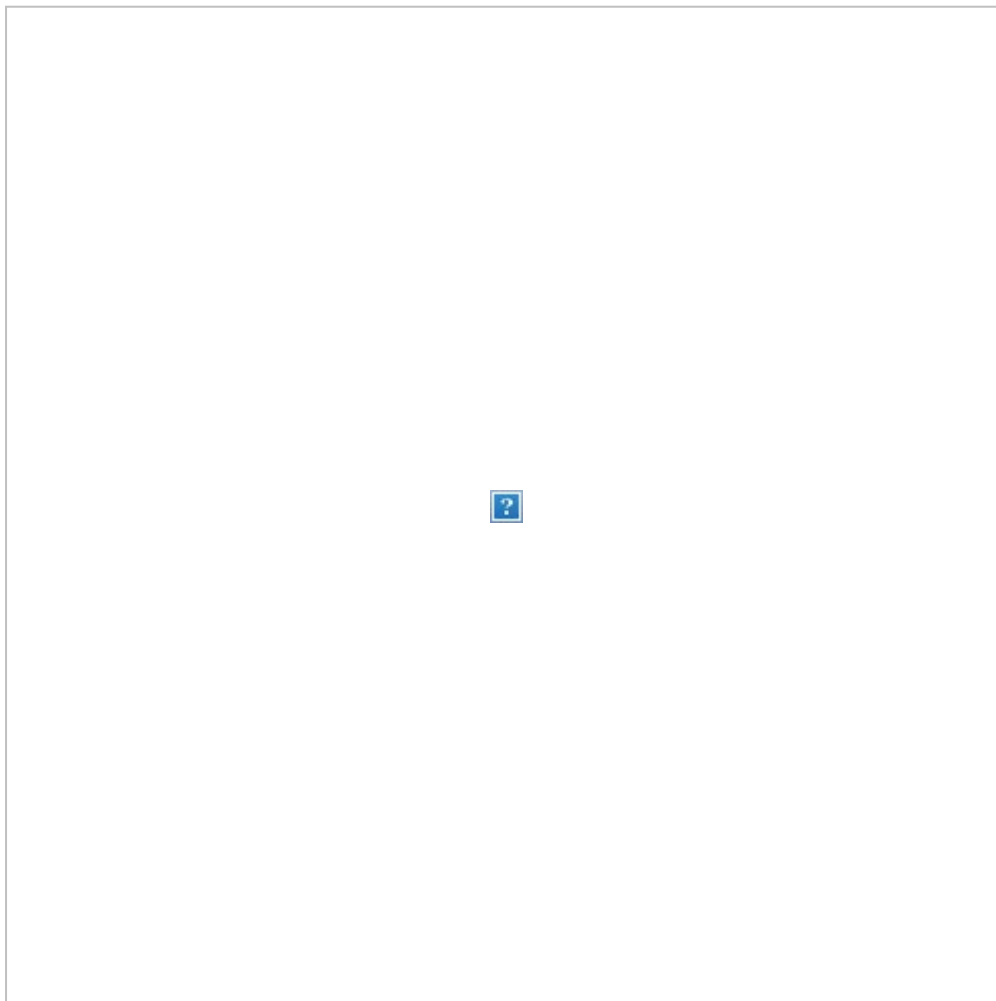
Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Date: 13 December 2023

To: Auckland Council

Submission on Notice of Requirement 1: New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path by Waka Kotahi New Zealand Transport Agency

Introduction

1. This submission is made on behalf of the Okura Park Estates Residents Association (Residents Association) who have communal ownership of a site that will be crossed by the proposed RTC as shown below. The site is legally described as Lot 2 DP 439911.



Figure 1: Site layout of the Estate

2. This is a submission on the Notice of Requirement by New Zealand Transport Agency Waka Kotahi (the Agency) for the New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path (NoR1).
3. The above-mentioned Residents Association and the residents it represents are not trade competitors for the purpose of section 308B of the Resource Management Act 1991 (**RMA**).
4. The submission is in general **support** of the application, subject to the outcome on the points below where clarification is sought.

5. The aspects requiring clarification are:

- Earthworks
- Stability
- Noise
- Sensitive Ecological Area
- Extent of designation

Earthworks

6. The works will be undertaken near the property at 61a Rautahi Terrace (shown below in Figure 2).



7. We understand no earthworks are required within the residential sites; however, the earthworks activities do come in close proximity to the existing residential sites contained within the community. Nuisance such as dust, vibration and noise need to be managed and as such the Association require certainty regarding the conditions for the proposed earthworks.

Stability

8. The earthworks near 61a Rautahi Terrace will be a cut and the residents are after surety that that cut will not lead to instability on their site. They appreciate that the works will be geotechnically engineered but would like to understand more the proposed methodology, potentially with the inclusion of monitoring, to make sure there is no subsequent slippage. Concerns have stemmed from erosion in the area following the January 2023 flooding events.





Figure 2: Earthworks in relation to 61a Rautahi Terrace

Noise

9. With works of the scale proposed, there will be noise associated with the earthworks and the construction of the road. The residents chose to live in this area for the relative quiet. It is acknowledged that State Highway 1 is near the site, but the existing relief of the land means traffic noise is not overly perceivable. □□2
10. It would be appreciated if further clarification were provided on the mitigation that will be in place for the construction period ie acoustic barriers and hours of operation. In addition, that clarification should also include whether those barriers will remain in place when the road is operational.
11. Depending on the location and size of any acoustic barriers, the Association would like to see details regarding the softening of the appearance of the barriers and request that any barrier be recessive colours and screened from all sites by vegetation.

Sensitive Ecological Area

12. It is noted that there will be earthworks, and therefore vegetation clearance, within the sensitive ecological area (Figure 3). The Association understand that clearance of some of that vegetation is probably unavoidable with this alignment. They do however, request visibility of the management plans and proposed works methodology to make sure the habitat of the fauna of that area are acknowledged and managed appropriately. □□3



Figure 3: Location of NoR1 in relation to the Estate

13. It is assumed that compensatory planting will be required as mitigation for that removal and the residents would welcome input into the location of any replanting. There are a number of areas within the association land that would benefit from additional planting as part of the Association's long term plan to improve ecological habitat and linkages on the Estate.

Extent of designation



14. It is appreciated the full extent of the proposed designation may be pulled back following the completion of the physical work. In this instance, the Residents would prefer for that land to remain in the ownership of the Transport Agency. This gives them certainty particularly regarding the long-term uncertainty regarding the earth worked area and potentially on-going remedial works if there were future slips.

15. Further to the comment above the current amenity value and character currently enjoyed by the residents will be lost to an engineered batter further strengthening the view that rolling back compromised land is not preferred.

16. There is land in the north of the Estate that will be severed by the proposed RTC from the remainder of the Estate. That land (Figure 4 below) will be sandwiched between the SH1 improvements and the RTC designation and is proposed to be partially occupied by a proposed footpath/cycleway. It is suggested that the Agency acquire that land also as it will be of no worth to the Association.

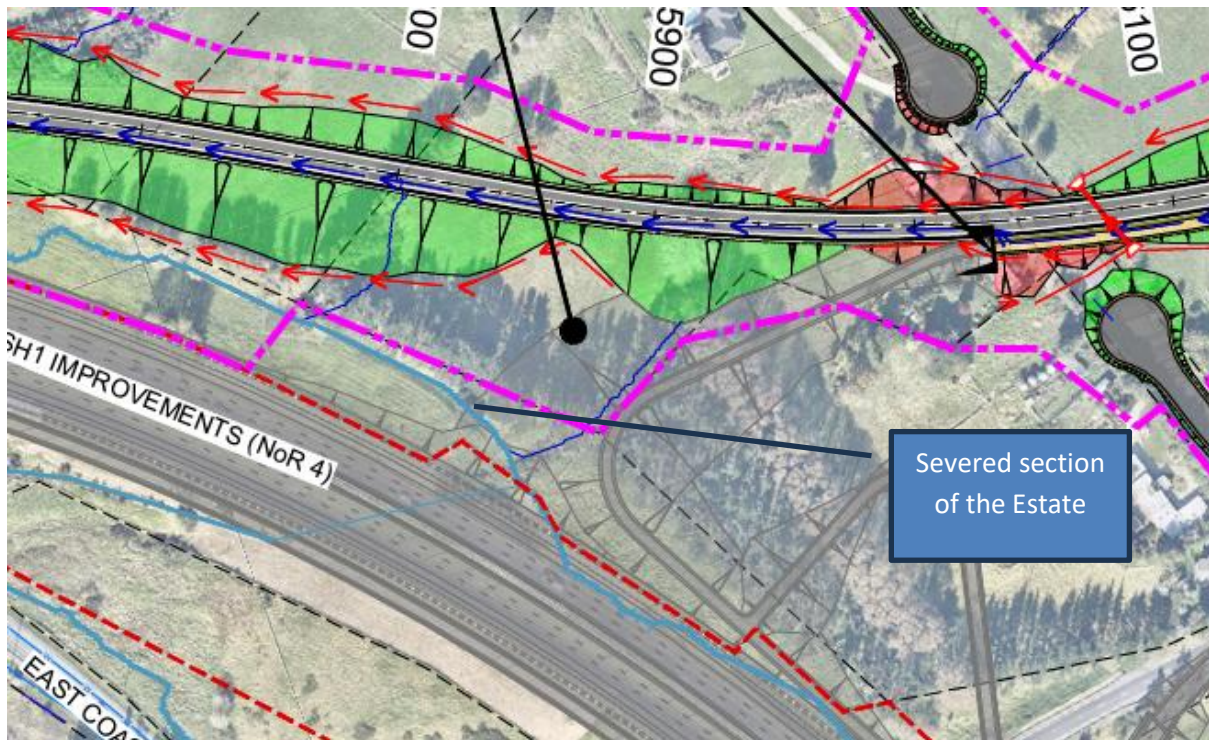


Figure 4: Location of NoR1 in relation to the Estate

Conclusions and decision sought

17. This submission seeks that the application be confirmed provided the classifications are to the satisfaction of the Resident's Association.
18. The submitters wish to be heard in support of the submission.
19. If others make a similar submission, the submitters will consider presenting a joint case with them at the hearing.
20. The submitters are also open to direct negotiations or mediation with the applicant to resolve the matters raised in a neighbourly manner.
21. No roll back of the designation undertaken.
22. The severed parcel of land is purchased.

Hamish Anderson
 Chester Planning Team Leader, MRP, MNZPI
 E: hamish@chester.co.nz T: 021 707 740

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Fang Yang

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

39 Wright Road , RD 4 Dairy Flat

Telephone:

212768688

Email:

mellyyang0319@gmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

39 Wright Rd, RD 4 Dairy Flat

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

The extent of our property that is covered by the NoR is excessive. We believe that planned highway widening can be accomplished without encroaching right up to our house and thus limiting our ability to make any alterations and extensions to our home.

We object this plan and feeling very vulnerable toward the NZTA plan and been told there is not much we can do. Furthermore, we are contemplating selling our property in the near future to move school zones for our children but it is likely that potential buyers will be put-off by the large extent of the proposed designation. If the property does not sell, we will require NZTA to purchase the entire property.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

We object this plan which create large impact in our property for future actions as above, we had professional given us recommendations as below to minimize the impact.

Amend the NoR to reduce the extent of land coverage to the realistic minimum needed for the future highway widening. The attached sketch illustrates what we consider is feasible and reasonable.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/12/2023
Date

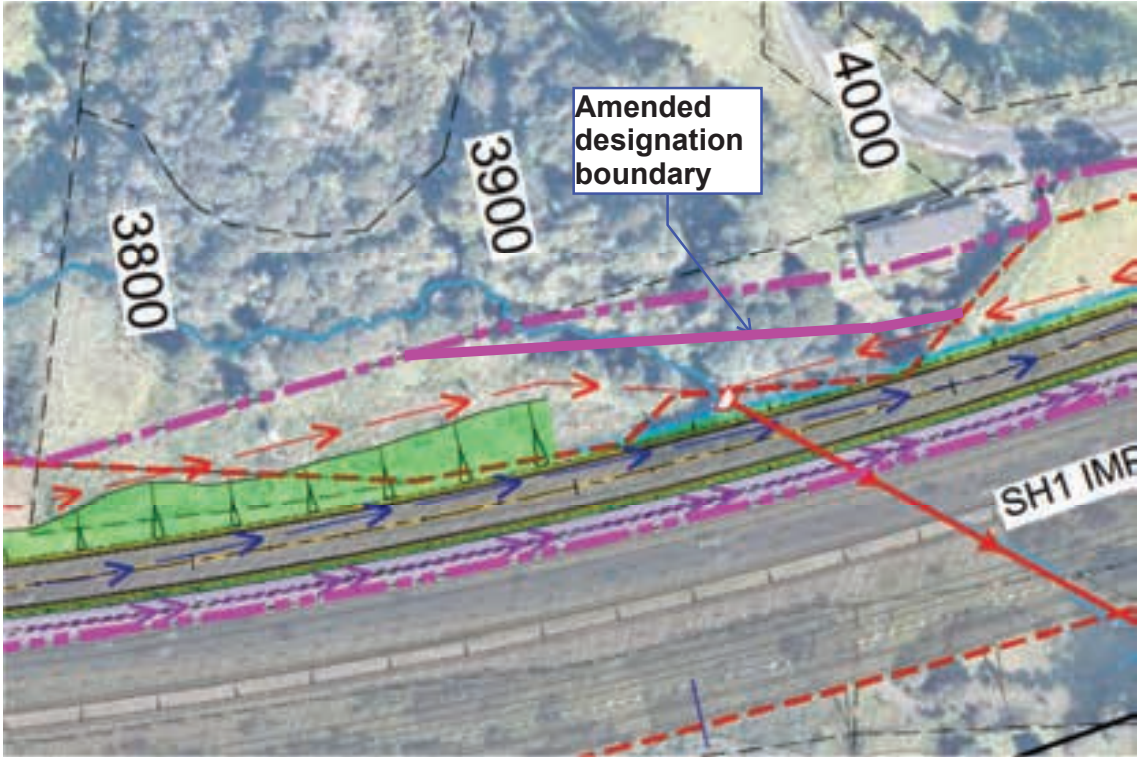
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You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

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- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.



From: [Brian Le Gros](#)
To: [Unitary Plan](#)
Cc: submissions@supportinggrowth.nz
Subject: Auckland unitary plan
Date: Wednesday, 13 December 2023 4:09:07 pm

Dear Sir,

My name is Brian LeGros and I am submitting my objection to the joint application by AT & WK/NZTA for the proposed route protection for a rapid transit corridor through the Dairy Flat Valley from Albany to Wainui East, as the owner at 177 Postman road.

As a resident of the Dairy Flat community I am opposed to the proposed Notice of Requirement #1 for the RTC project, as it has been described in the documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council at an as yet unconfirmed date. The relief we request is for the withdrawal of Notice of Requirement #1 and wish to be heard at the hearing.

As a long term resident of the area I am directly on the route planned by NOR#1 and the level of uncertainty that this project brings is already apparent due to the thirty year (or more) timeline.

This proposed NOR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, as the process is unfunded as presented and most likely unsupported by the incoming government.

Yours Faithfully

Brian LeGros



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1176] Notice of Requirement online submission - Yurada DeWinter
Date: Wednesday, 13 December 2023 6:00:58 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Yurada DeWinter

Organisation name:

Full name of your agent:

Email address: yuradaw@hotmail.com

Contact phone number:

Postal address:
62 Grace Hill Drive
Dairy Flat
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

As a local resident we approached the proposal to revise the route for the proposed RTC with an open mind and invited Supporting Growth to attend a meeting at Grace Hill, which they did. With their consent the meeting was recorded. The representatives lied and deliberately misled. It went downhill from there. Complaints on ethics went unheeded and neither AT or NZTA has an ethics complaint process. The boards are seemingly disinterested in complaints. The people involved have gone to extraordinary lengths to preclude any form of effective consultation or scrutiny of their assertions and heroic assumptions. With over five years to prepare their case we have only twenty days to respond to over 450 pages of NoR's, 268 pages of alternative assessments for the North network and many other related documents. For Supporting Growth it's a risk free land grab with a clear financial upside of using the land taken for other purposes (for example the width allowing for electric trains if as is virtually certain does not happen and buses are used) will provide a handy surplus for the shopping centre, access to land locked properties etc. However the counterfactual imposes immediate severe penalties on owners. Only 200 Local property owners were able to politically defeat the local airfields airport application. Imagine what 2,000 deeply frustrated property owners who see this as a completely unreasonable and unfair appropriation of their wealth for no sound reason can achieve politically! The proposed development is unfunded and not able to proceed before 2050 at the earliest if not much later or at all. During this time an open market sale will not be possible. Some residents want to add pools or minor outbuildings and this also will not be possible.



I or we seek the following recommendation or decision from Auckland Council:

We seek the following recommendation or decision from the Council: Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed. We anticipate it may be a decade or more before this planning process reaches a conclusion.

Submission date: 13 December 2023

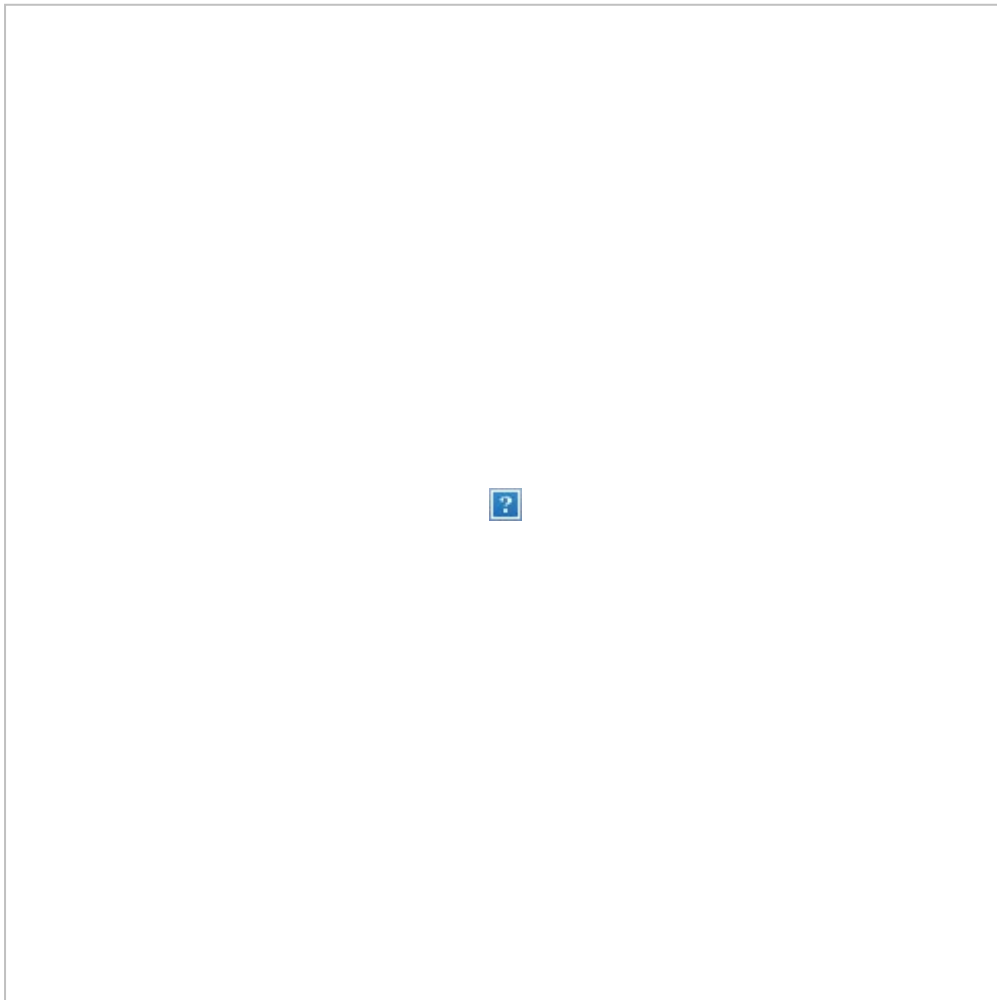
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1177] Notice of Requirement online submission - Simon Dewinter
Date: Wednesday, 13 December 2023 6:15:59 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Simon Dewinter

Organisation name:

Full name of your agent: Simon Dewinter

Email address: symdr@xtra.co.nz

Contact phone number:

Postal address:
62 Grace Hill Drive
Dairy Flat
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Re NOR1 It is an almost complete load of expensive nonsense that beggars belief.



I or we seek the following recommendation or decision from Auckland Council:
We request it is cancelled ASAP.

Submission date: 13 December 2023

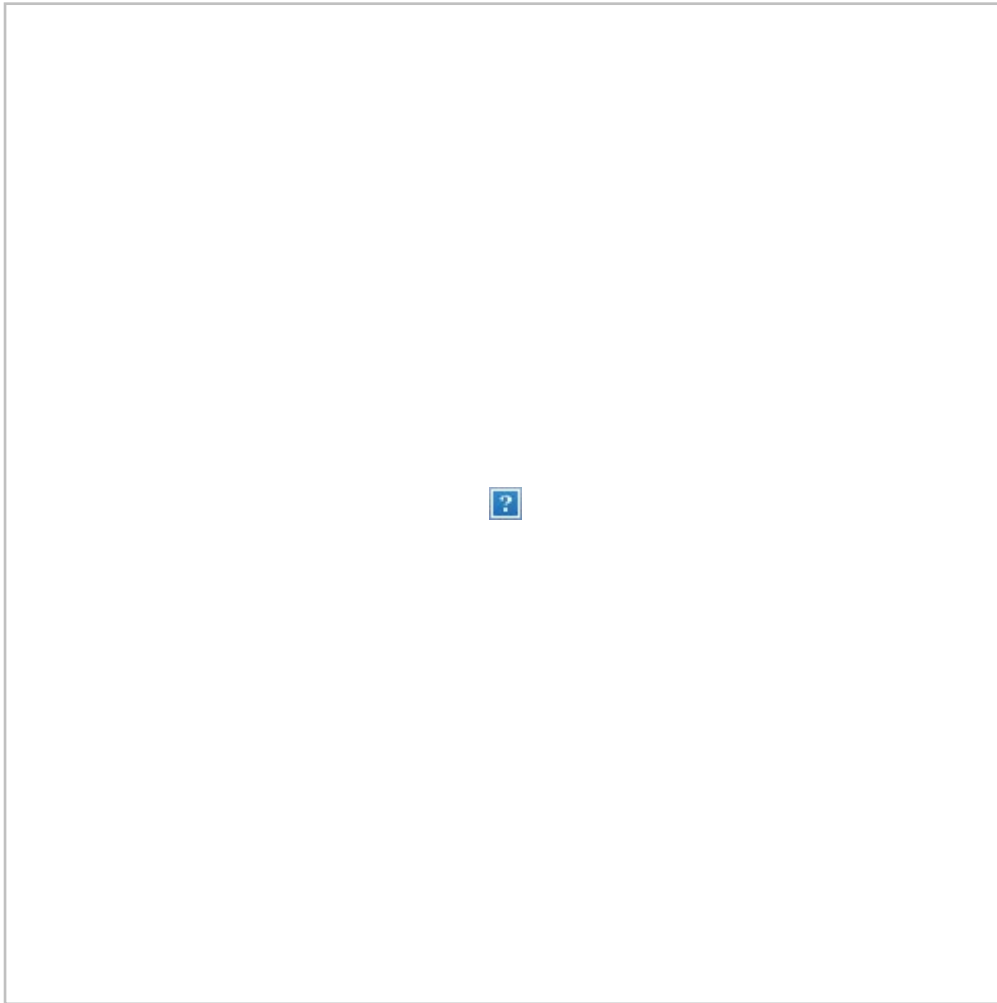
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: [Greg Gordon](#)
To: [Unitary Plan](#)
Subject: Subject: Submission North NOR1 New Rapid Transit Corridor, including a walking and cycling path / Owner Gregory and Paulene Gordon 65 Grace Hill Drive, Dairy Flat - Attention Planning Technician
Date: Wednesday, 13 December 2023 11:31:01 pm

To whom it may concern

Please find our objection to this ridiculous scheme.

We bought our property proximately 12 years ago, as a place to retire and have a lifestyle block where we grow our own vegetables ,fruit and sheep.

We also bought our 6 acres as an investment because the land was going to be sub dividable in the time that we owned it. The land would increase in value and assist us financially in our retirement. Now the woke people who think that everyone needs to ride bicycles, walk or go on buses have decided that they can take our property that we have worked hard for for the last 50 years.



It's all very well saying that In taking our property they will pay us for it. Already by putting the notice of requirement on our property you have devalued our property to the point where other people in the street who have been trying to sell, cannot even get a person to look at it their properties. Houses would regularly sell in the street no problem within a matter of weeks.



Originally, the first scheme that came to our attention was that the bus lane would run down beside the existing motorway. This was a sensible idea. Running it through Gracehill Drive and Goodland's Estate means that you have chosen the two most expensive streets in Dairy Flat.

The proposed route goes through land that always floods in extreme weather events. This is another reason the route beside the motorway is by far the most ideal.



We definitely want to be heard at the hearing and also please acknowledge by email that our submission has been read.

Greg & Paulene Gordon.

Thanks
Greg Gordon

021 473 446

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1191] Notice of Requirement online submission - Heritage New Zealand Pouhere Taonga
Date: Thursday, 14 December 2023 9:00:43 am
Attachments: [North NoR 1 - HNZPT Submission - 14 Dec 2023.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Heritage New Zealand Pouhere Taonga

Organisation name:

Full name of your agent: Alice Morris

Email address: amorris@heritage.org.nz

Contact phone number: 0276840833

Postal address:
PO Box 105-291
Auckland
Auckland 1143 1143

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
Please refer to the attached

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
Please refer to the attached

I or we seek the following recommendation or decision from Auckland Council:
Please refer to the attached

Submission date: 14 December 2023

Supporting documents
[North NoR 1 - HNZPT Submission - 14 Dec 2023.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

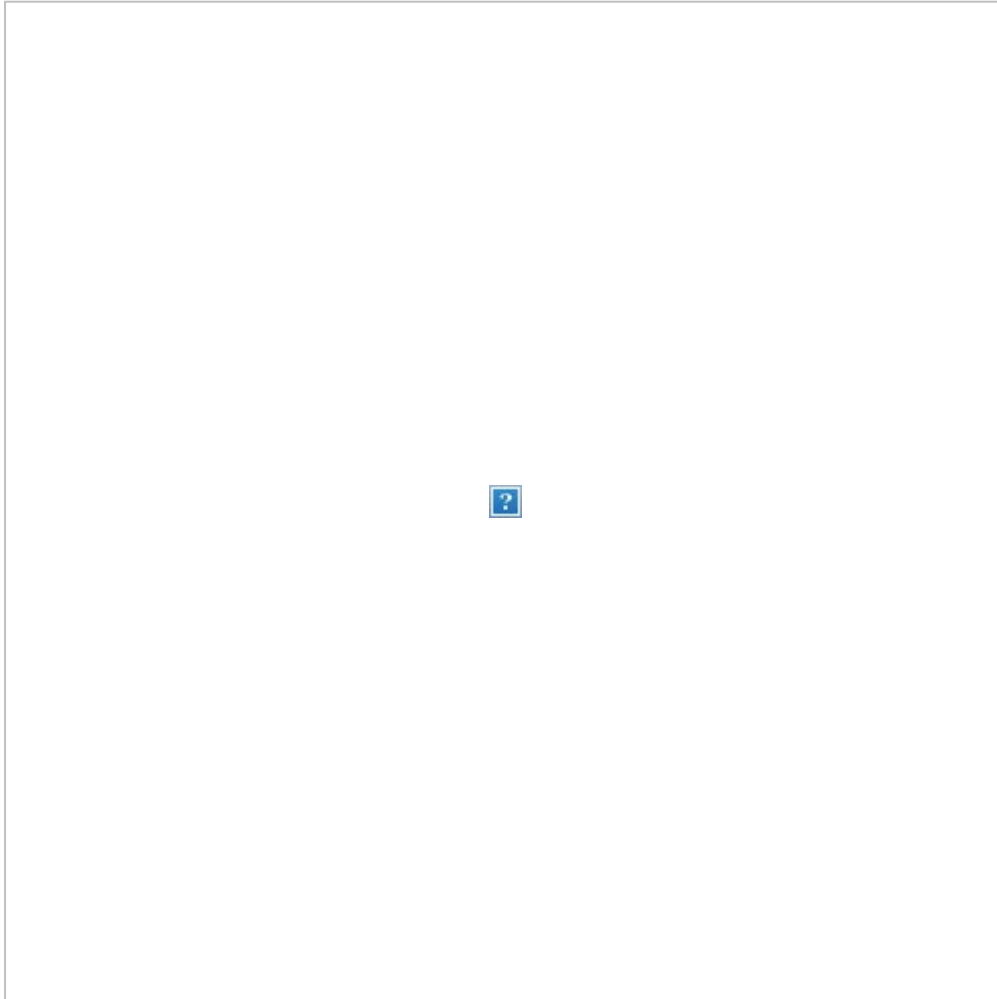
Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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14 December 2023

File ref: North NoR 1

Planning Technician, Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

SUBMISSION ON THE NOTICE OF REQUIREMENT FOR THE NORTH PROJECTS – NOR 1 - NEW RAPID TRANSIT CORRIDOR, INCLUDING A WALKING AND CYCLING PATH BY THE REQUIRING AUTHORITY: WAKA KOTAHI (NZTA)

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. The focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (Section 3, HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA).
4. The requirement for an Archaeological Authority to be obtained in accordance with the HNZPTA does not mitigate the effects of the NoR identified under the RMA. It is a separate statutory obligation before any physical works can be undertaken that may affect an archaeological site as defined under the HNZPTA. While obtaining an Archaeological Authority does not mitigate the effects on wider historic heritage values by the NoRs, it does ensure pre-1900 archaeological values associated with area of project works including unrecorded sites are fully assessed and formally documented through appropriate archaeological monitoring, investigation, and reporting. The Act does not however apply to buildings or structures that are post 1900 (unless they are declared under the HNZPTA) or to certain activities that may affect a pre-1900 building unless the building (or a pre-1900 component of) is to be demolished.
5. NoR 1 – a designation for a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path. HNZPT supports the purpose of planning for a well-functioning urban environment through the protection of integrated transport networks to support the expected future growth needs.



The specific parts of the Notice of Requirement that Heritage New Zealand’s submission relates to are:

6. HNZPT’s focus is to ensure the protection of historic heritage, and mitigation to manage any adverse effects resulting from the physical construction of the Network through the Outline Plan of Works process in the future.
7. HNZPT has reviewed the August 2023 North Assessment of Archaeological and Heritage Effects report (‘Archaeological and Heritage Assessment’) prepared for the NoRs 1-13 that make up the North Project.
8. HNZPT notes that the identified historic heritage features/places (archaeological, Auckland CHI, and potential)¹ within the extent of NoR 1:
 - Archaeological site R10/737 - Kelly Homestead
 - Archaeological site R10/1472 - Historic cemetery
 - CHI #22186 – Weiti Portage
 - Two potential historic heritage places:
 - i. 90 Old Pine Valley Road and
 - ii. 1603 Dairy Flat Highway
9. HNZPT notes these places are identified as being within the footprint of the designation and will potentially be affected. It is recommended through the archaeological and heritage assessment to manage these potential impacts, and to mitigate effects resulting from the future construction through the preparation of a Historic Heritage Management Plan (‘HHMP’) before construction of NoR 1 commences.
10. HNZPT has reviewed Te Tupa Ngatahi’s recommended wording of draft Condition 21 - HHMP², in particular the reference that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term ‘unexpected’ in point (b)(ix)c.

0.1

0.2

Heritage New Zealand Pouhere Taonga supports Notice of Requirement 1 for the North Project.

The reasons for Heritage New Zealand’s position are as follows:

11. The consideration, management, and mitigation of effects from the purpose of the designation on the historic heritage values of the place are required to ensure effects are appropriately mitigated.
12. The recommendations set out in the Archaeological and Heritage Assessment and the suite of conditions set out in the ‘Waka Kotahi Conditions – NoRs 1, 2, 3’, dated 13 September 2023, are appropriate.

¹ North Assessment of Archaeological and Heritage Effects, Table 3, page 36

² Waka Kotahi Conditions – NoRs 1, 2, 3 dated 13 September 2023, page 16



13. HNZPT is supportive of the intended mechanisms through a HHMP condition to ensure the protection of historic heritage, and mitigation to manage any adverse effects resulting from the physical construction of the Network through the Outline Plan of Works process in the future.

Heritage New Zealand seeks the following decision from Council:

14. The recommendation for the approval of NoR 1 as notified.

Heritage New Zealand wishes to be heard in support of their submission.

If others make a similar submission, HNZPT will consider presenting a joint case with them at a hearing.

Yours sincerely

BHParslow

Director Northern Region

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

Cc: Waka Kotahi (NZTA) submissions@supportinggrowth.nz

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Organisation Name (if submission is made on behalf of Organisation)

The Trustees of the Aquamarina Trust

Address for service of Submitter

c/- Davenports Law, 331 Rosedale Rd, Albany, Auckland, 0632.

Telephone:

9154380

Email:

nick@davenportslaw.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

Refer to attachment

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



(or person authorised to sign on behalf of submitter)

12/12/2023
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

This is an individual submission by the trustees of the Aquamarina Trust (Trust) opposing the Notice of Requirement (NoR) issued against 133 Goodland Drive, Dairy Flat: North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path.

Submission:

Trade competitor

1. The Trust is not a trade competitor for the purposes of section 308B of the Resource Management Act (**Act**).

To be heard

2. The Trust wishes to be heard in support of its submission.

Scope of submission

3. This submission relates to the NoR in its entirety.

Nature of submission

4. The Trust opposes the NoR in its entirety and seeks for it to be **withdrawn**. In the alternative, the Trust asks for Waka Kotahi- NZTA to acquire the Trust property in full under the Public Works Act 1981 with immediate effect. The Trust is making this submission without prejudice to its request that the property should be purchased by Waka Kotahi - NZTA for market value (ignoring the effect of the NoR).

Reasons for submission

5. The Trust's primary reasons for this submission are that the NoR:
 - a. The NoR is invalid. Section 168A of the Act governs the issuing of the NoR and this section applies if the territorial authority decides to issue a notice of requirement "*for a public work...*" Considering the admission in the NoR that there is currently no budget for the work, and indeed there may not be one for 30 years, the definition of "public work" as prescribed in the Public Works Act 1981 is not met. Simply put, there is no public work because the NoR is nothing more than a "pipe dream" or a planning proposal with no work scheduled and no budget set down for the work. The Trust therefore rejects the notion there is a public work as required.
 - b. Despite the submission in 5a above, the NoR fails to promote the sustainable management of natural and physical resources, and therefore fails to meet the purpose and principles of the Act.
 - c. Despite the submission in 5a above, the NoR fails to meet the reasonably foreseeable needs of future generations.
 - d. Despite the submission in 5a above, the NoR fails to enable the social, economic and cultural well-being of the Auckland community to be met.
 - e. Despite the submission in 5a above, the NoR is inconsistent with the purposes and provisions of the relevant planning documents, including the Unitary Plan and the Regional Policy Statement (**RPS**).
 - f. Despite the submission in 5a above, the NoR is inconsistent with Part 2 and other provisions of the Act, including the functions of Auckland Council (**Council**) as a territorial authority under section 31.

- g. Despite the submission in 5a above, the NoR will have significant and irreversible adverse effects on the environment.
 - h. Despite the submission in 5a above, the NoR fails to comply with section 171(1)(b) of the RMA, as adequate consideration has not been given to alternative sites, routes or methods of undertaking the proposed works in circumstances where Waka Kotahi – The New Zealand Transport Agency (**NZTA**) and/or Auckland Council does not have an interest in the land sufficient for undertaking the work.
 - i. Despite the submission in 5a above, the NoR is not reasonably necessary to achieve the objectives of the requiring authority for which the designations are sought; and
6. Without limiting the generality of the above, additional specific reasons for opposing the NoRs are set out below.

Further submissions

- 7. The Trust has owned the Property since 2021. Essentially, it is the family home of the primary beneficiary of the Trust, Jo Paradine. Ms Paradine has been living overseas for many years and separated from her husband in 2018 and desired to return to New Zealand and to a lifestyle she was accustomed to in New Zealand when growing up here as a child. She found the perfect property for her and her many pets, and she (through the Trust) purchased this lifestyle property.
- 8. As a single woman, the Property also allows her to have security, being essentially a type of gated community living.
- 9. Her future living is now thrown into complete chaos with the issuing of the NoR.
- 10. The proposed designation will restrict the use, value and saleability of the Trust's property for an undetermined period of time, and with no certainty if, or even when, the work will commence.
- 11. Further, the planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs and nodes. The Trust rejects the premise there is a need now to reserve land for the future transportation network, that has no plans, no budget and no public input (as required by the Act)
- 12. To the south of Dairy Stream, there are many constraints that will impede future urbanisation, including floodplains, steep topography, fragmented land ownership, existing high-value dwellings and land title covenants.
- 13. Further, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some ambitious assumptions, at best. The additional length of corridor and massive earthworks required indicate the currently-proposed route will be much more costly than the motorway route, which only makes economic sense if it generates large additional ridership on the rapid transit scheme. The analyses presented by Supporting Growth will be challenged at the hearing.
- 14. We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

Decisions sought from the Council:

- 15. Withdraw the NoR in its entirety. In the alternative, the Trust asks for Waka Kotahi-NZTA to acquire the Trust property in full under the Public Works Act 1981 with immediate effect.

**SUBMISSION BY MELIDA NICHOLAEVNA GAMPELL AND CHRISTOPHER JOHN QUILTY
AS TRUSTEES OF THE CJQ MELIDA FAMILY TRUST ON NOTICE OF REQUIREMENT TO
DESIGNATE LAND**

To: Auckland Council

Name of submitter: Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of
the CJQ Melida Family Trust

Address for service: c/- Nick Kearney
Barrister & Solicitor
Davenports Law
Building 2, 331 Rosedale Road
AUCKLAND 0632
T + 64 9 915 4382
E nick@davenportslaw.co.nz

This is a submission on NOR 1 – Rapid Transit Corridor (Waka Kotahi) for a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path (the “**NoR**”).

We are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (“**RMA**”).

We wish to be heard in support of our submission.

If others make a similar submission, we would consider presenting a joint case with them at any hearing.

Scope of submission

1. This submission relates to the NoR in its entirety.

Nature of submission

2. We oppose the NoR in its entirety.

Reasons for submission

3. Our primary reasons for this submission are that the NoR:
 - a. fails to promote the sustainable management of natural and physical resources, and therefore fail to meet the purpose and principles of the Resource Management Act 1991 (“**RMA**”);
 - b. fails to meet the reasonably foreseeable needs of future generations;
 - c. fails to enable the social, economic and cultural well-being of the Auckland community to be met;
 - d. is inconsistent with the purposes and provisions of the relevant planning documents, including the Unitary Plan and the Regional Policy Statement (“**RPS**”);
 - e. is inconsistent with Part 2 and other provisions of the RMA, including sections 74 and 75, including the functions of Auckland Council (“**Council**”) under s 31; and
 - f. will have significant adverse effects on the environment;
 - g. fails to comply with s 171(1)(b) of the RMA, as adequate consideration has not been given to alternative sites, routers or methods of undertaking the proposed works in circumstances where Waka Kotahi – The New Zealand Transport Agency (“**NZTA**”) does not have an interest in the land sufficient for undertaking the work; and in light of (f) above;
 - h. is not reasonably necessary to achieve the objectives of the requiring authority for which the designations are sought.
4. Without limiting the generality of the above, additional specific reasons for opposing the NoRs are set out below.

Background and introduction

5. We own the property at 410 Bawden Road, Dairy Flat. We purchased the 2.3 hectare property in May 2002 for our family home. The site was originally bare land, and we constructed the house on the site.
6. We lived here together for a number of years. We separated in 2014 and have lived apart since 2018.
7. Our property is currently on the market, with the current listing dated 22 June 2023.

8. We have been also been approached by the Supporting Growth team this year, after being advised that our property was likely to be required for the purpose of the proposed Rapid Transit Corridor. More recently, we have received correspondence from Katie Beveridge, a Senior Property Consultant at The Property Group, who is the accredited supplier to Land Information New Zealand for property acquisition along the Rapid Transit Corridor.
9. We are making this submission without prejudice to our request that the property is to be purchased by NZTA for market value (ignoring the effect of the NoR).

Specific reasons for opposing the NoRs

10. The proposed NoR covers a substantial portion of our site, which is required for the proposed Rapid Transit Corridor (including significant cut batter slopes and stormwater conveyance across our site).
11. Since the NoR was notified, interest in our property from potential buyers has reduced to (effectively) zero. The property is currently listed for sale at \$2.79m, and any offers received have been substantially below this. More recently, interest has dried up as a result of the notification of the NoR.
12. We have reached out to NZTA to acquire our site, but to date they have not committed.
13. While we remain in discussions with NZTA, we are seeking to preserve our position by opposing the NoR in full.

Recommendation sought

14. We seek that the NoR is recommended to be **withdrawn**.
15. In the alternative, we seek that NZTA acquire our property in full under the Public Works Act 1981 with immediate effect.

Signature:



Melida Nicholaevna Gampell and
Christopher Joseph Quilty as
trustees of the CJQ Melida Family
Trust, by their duly authorised
signatory

Date: 14 December 2023

Address for Service: c/- Nick Kearney

Barrister & Solicitor

Davenports Law

Building 2, 331 Rosedale Road

AUCKLAND 0632

T + 64 9 915 4382

E nick@davenportslaw.co.nz

SUBMISSION ON NOTICES OF REQUIREMENT FOR A DESIGNATION

**JOINT NOTIFICATION OF 13 SEPARATE NOTICES OF REQUIREMENT BY
AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY TO
PROTECT ROUTES IN DAIRY FLAT, REDVALE, STILLWATER, SILVERDALE AND
WAINUI EAST**

TO: Auckland Council (“**Council**”)
unitaryplan@aucklandcouncil.govt.nz

NAME OF SUBMITTER: ACGR Old Pine Limited (“**Submitter**”)

ADDRESS FOR SERVICE: C/- JGH Advisory
james@jgh.nz

COPY TO: Auckland Transport, C/- Sophia Coulter
unitaryplan@aucklandcouncil.govt.nz

Introduction

1. This is a submission on notices of requirement from Auckland Transport for designations, with notice given by Ms Coulter as follows:

I am writing because Auckland Transport and Waka Kotahi NZ Transport Agency propose to change the Auckland Unitary Plan by issuing notices of requirement and altering existing designations to protect specific areas of land from being used in a way that would prevent the undertaking of proposed public work(s). Protecting these routes will enable a new Rapid Transit Corridor and stations, improvements to State Highway 1, as well as upgrades to key existing routes and new connections at a later date.

You either own and/or live in a property that is nearby to or within one or more of the proposed Notices of Requirement, or you may be affected in another way.

Affected property/ies: 10 Old Pine Valley Road

2. While Ms Coultier has said:

If you wish to submit on more than one notice of requirement you must lodge a separate submission for each.

this submission is made on each and every notice of requirement that affects 10 Old Pine Road, particularly given that Ms Coultier has given notice of each notice of requirement in a global way to the Submitter. It would be perverse if Ms Coultier could give notice to the Submitter on a global basis, but the Submitter could not then itself submit on a global basis.

3. That said, on the basis of Ms Coultier’s notification, the Submitter has been notified more explicitly in Ms Coultier’s letter of:
 - Notice of Requirement - New Rapid Transit Corridor, including a walking and cycling path (NoR 1).

- Notice of Requirement - New Rapid Transit Station at Pine Valley Road /NoR 3)
 - Notice of Requirement - Upgrade to Pine Valley Road (NoR 7)
4. The Submitter is submitting on all and any notice of requirements (**NoRs**) that may affect its land or interests.
 5. The Submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Specific provisions of the notice of requirement that the submission relates to

6. The Submitter is particularly interested in any and all of the NoRs notified to it that affect its interests, such as its land at 10 Old Pine Road ("**Submitter's Land**").

The submission is

7. The Submitter opposes all aspects of the notice of requirement(s) that affect the Submitter's Land.

Submission / Reasons for submission

8. The Submitter wishes to develop and/ or sell the Submitter's Land.
9. In respect of sale, the owner has tried but been unable to enter into an agreement for the sale of the Submitters' Land at a price not less than the market value that the Submitters' Land would have had if it had not been subject to NoRs notified to it.
10. The NORs, as they apply to the Submitter's Land:
 - (a) do not promote the sustainable management of natural and physical resources, and, in fact is contrary to it through frustrating the ability of the Submitter to give effect to its recently granted Resource Consent;
 - (b) do not enable the social, economic and cultural well-being of the community;
 - (c) do not meet the reasonably foreseeable needs of future generations;
 - (d) do not represent integrated management or sound resource management practice;
 - (e) do not implement and/or give effect to the objectives, policies, and other provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD;
 - (f) have not adequately considered alternative sites or routes to avoid effects on the Submitter's Land;

- (g) overall are inconsistent with Part 2 of the RMA and ultimately does not achieve its purpose

Relief sought

11. The Submitter requests the following recommendation from the Council and/or decision from Auckland Transport:
- (a) decline or otherwise refuse the notice of requirement as it relates to the Submitter's Land;
 - (b) amend the notice of requirement so that to reduce any intrusion onto the Submitter's land; and
 - (c) any other amendments to the notice of requirement to avoid, remedy or mitigate effects on the Submitter's Land, or to otherwise address the concerns, issues, and other matters raised in this submission (including any necessary additional or consequential relief).

Wish to be heard

12. The Submitter wishes to be heard in support of its submission.
13. If others make similar submissions, the Submitter will consider presenting a joint case at any hearing.

DATED 14 December 2023



Project Manager for the Submitter

Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Ann Christine Gray and as Owner at 220 Postman Road, Dairy Flat I am submitting my objection to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and do not wish to be heard at the Hearing.

As a long term resident of the area, we do not appear to be directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.



This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.



This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at its last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.

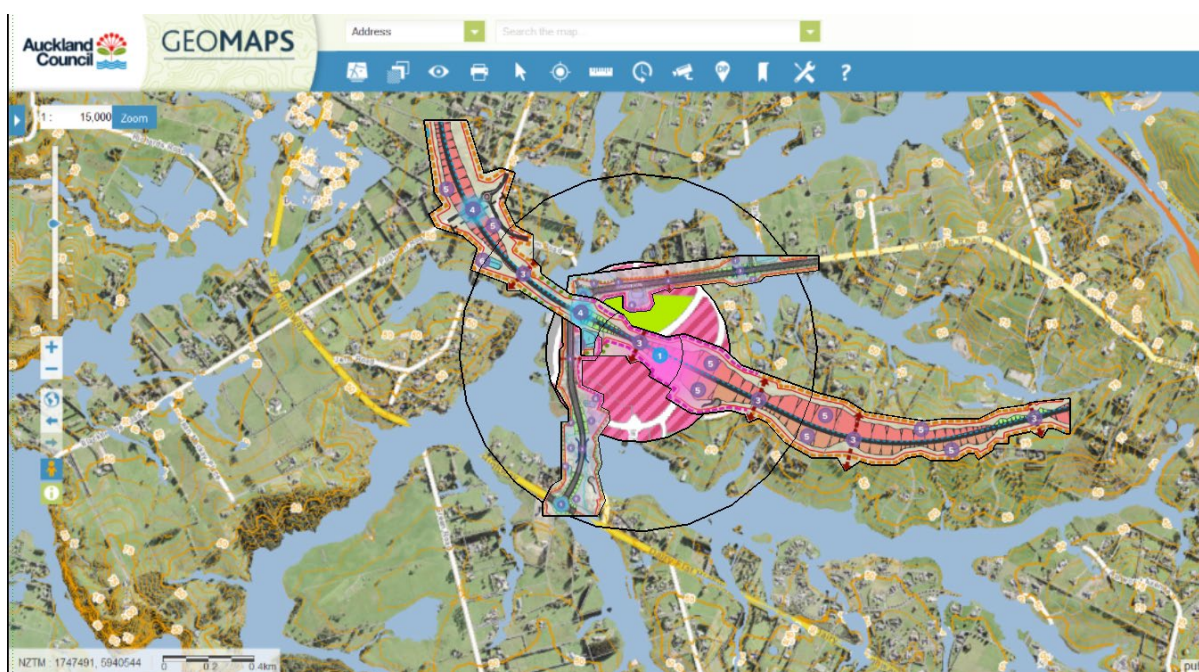


Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive, zone wide earthworks program, at extraordinary cost to mitigate flooding.

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
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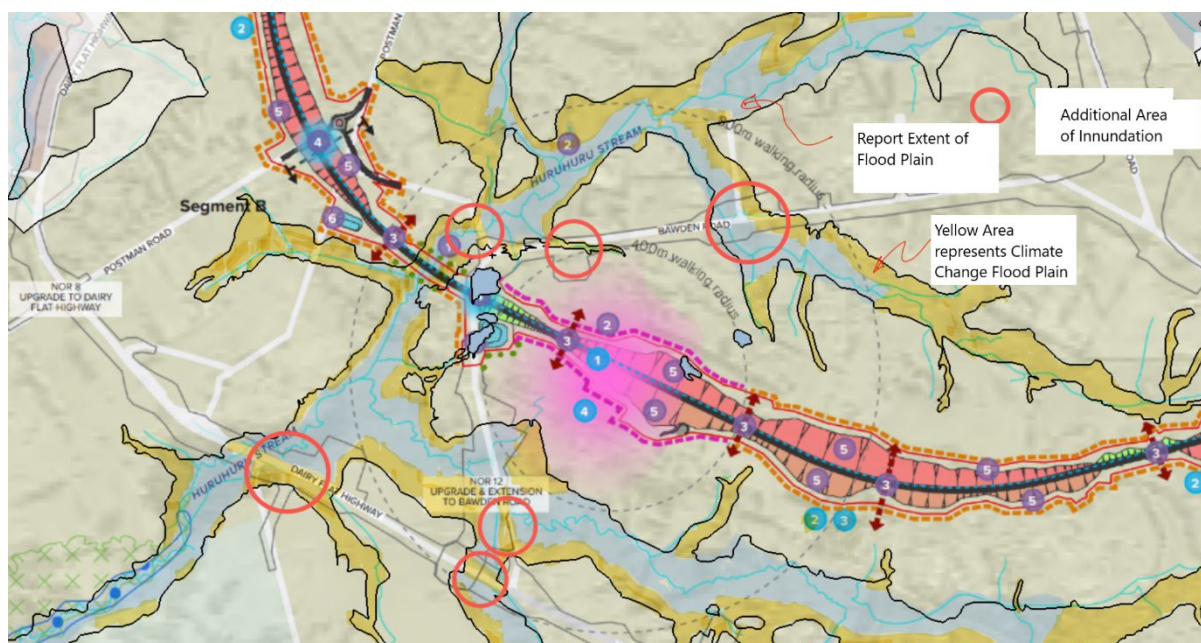


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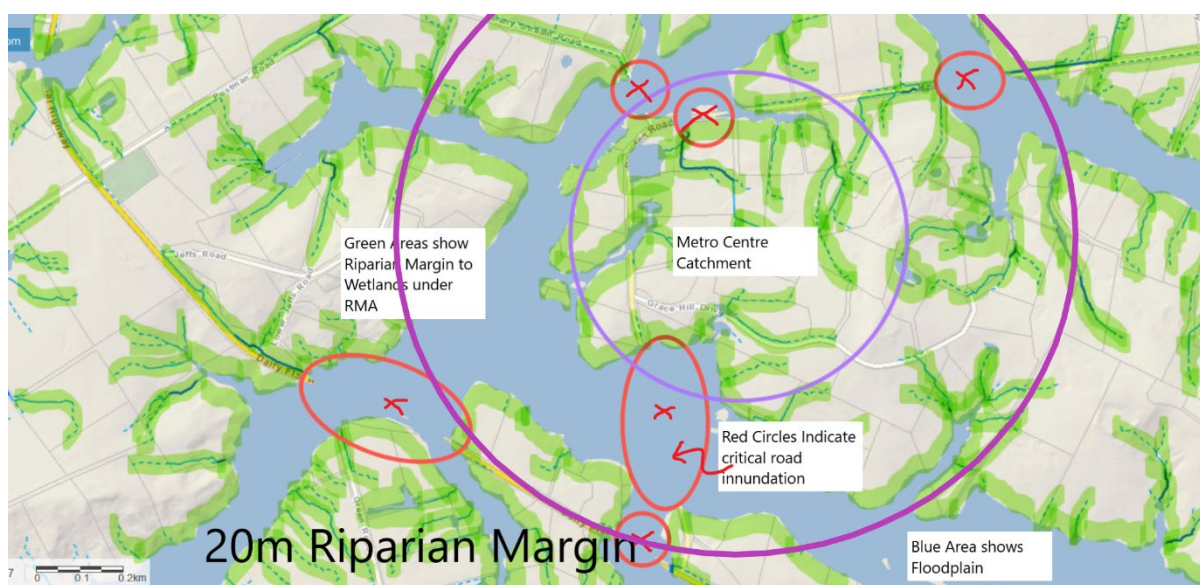


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Requested Outcomes

- A. Immediate withdrawal of existing NoR #1**
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU (Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.**
- D. **Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education, health and community services, rather than a low employment, car -centric solution currently promoted by Council.**
- E. **Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.**

" , any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now."

Ref "Corridor Protection- Planning and Investing for the Long Term Jul 2017"
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. **Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**
- G. **The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.**
- H. **A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.**
- I. **The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.**



Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

Our names are Rebekah & Russell Bourhill we are submitting our **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 343 Postman Rd, Dairy Flat.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

As a long term resident of the area, we are directly on the route planned by NoR1, and we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.



This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.



This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.

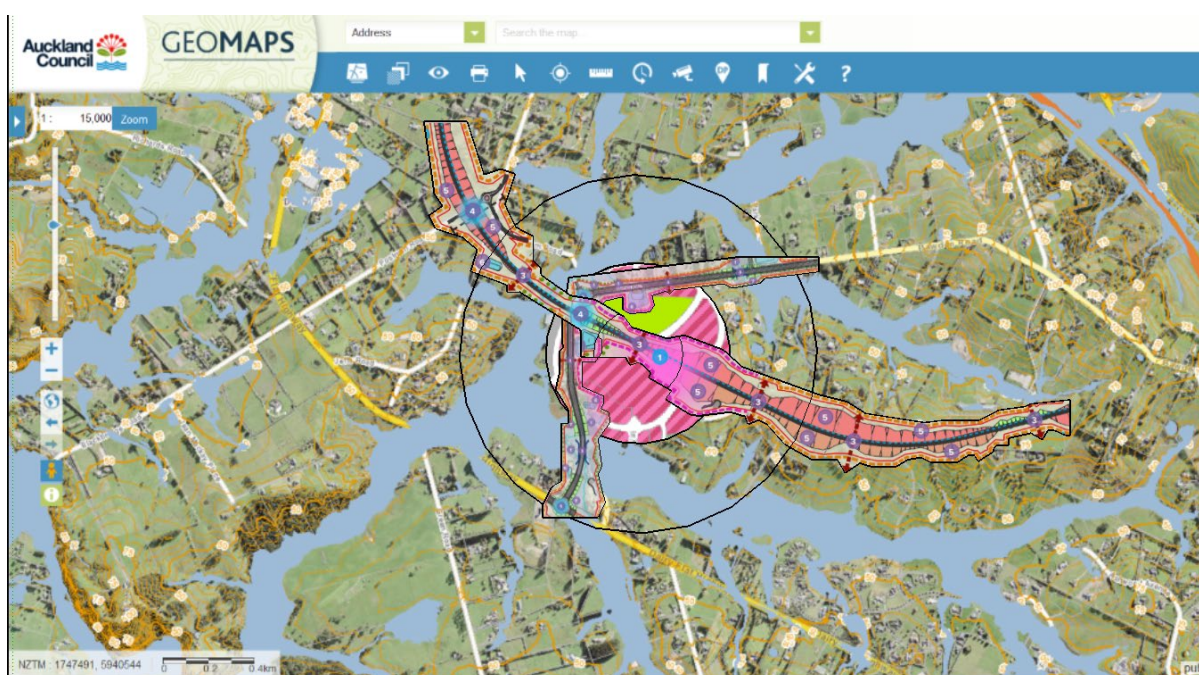


Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

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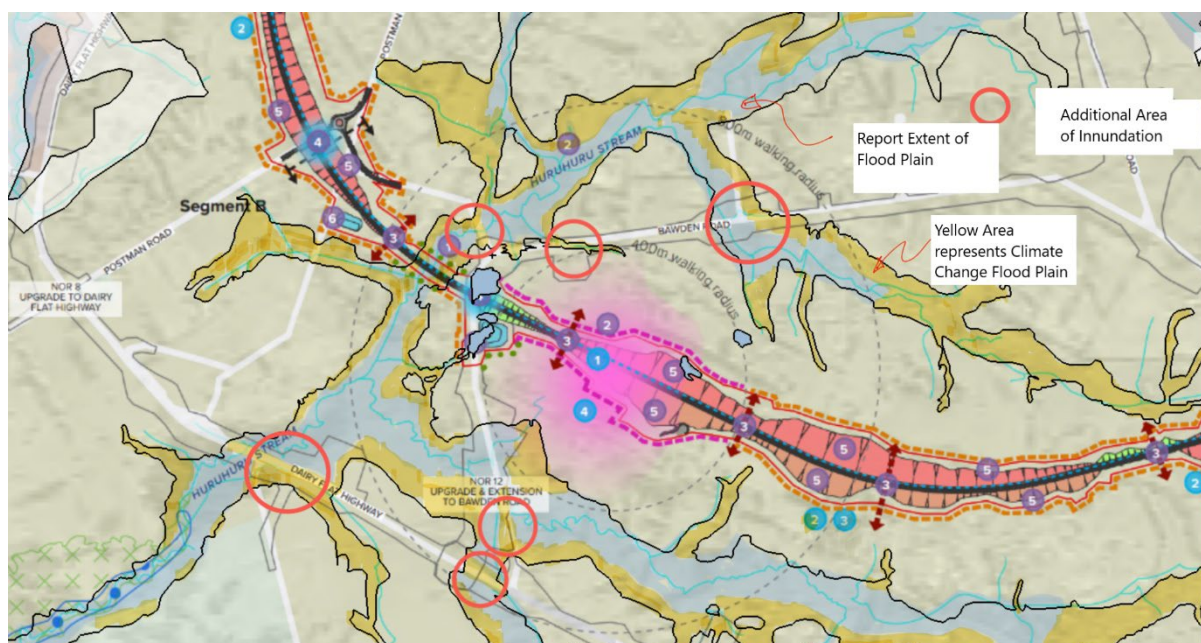


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APPENDICE 1

Appendix 1 AT/WK Corridor Alignment from AEE Reports.

NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 1 OF 5

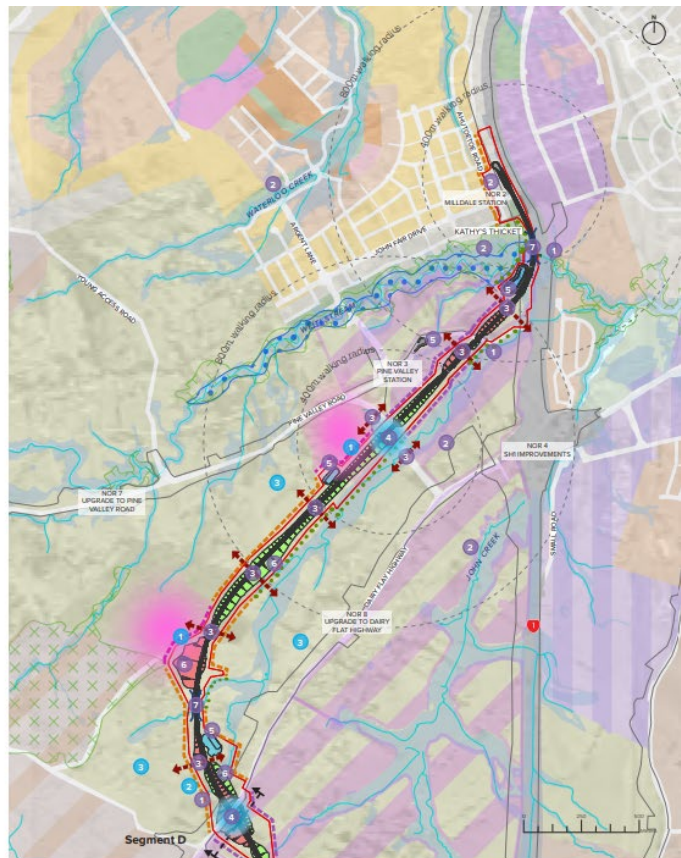
- Outcomes** **Opportunities**
- Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the W&B Stream and its tributaries.
 - Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including future land use and centres, existing development in Milldale, Kathy's Thicket, Milldale Station, Pine Valley Station and adjacent watercourses.
 - Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to destinations such as future schools, open spaces and community facilities and stations.
 - Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
 - Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
 - Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks buffers or where earthworks negatively impacts the efficiency of adjacent landuses. Where mass planting is proposed on batters, use native ecologically appropriate species.
 - CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
 - Connect to and interface with likely future local centre** - Auckland Council's Draft Spatial Strategy identifies the possibility of two local centres within the Pine Valley area. The RTC should connect to and service these centres, directing rapid transportation into these centres by including a station that integrates positively with adjoining land use, and promotes density and more intensive land use in close proximity to rapid transit stops.
 - Enhance active mode connection to future centres** - With the potential for two local centres to be established in Pine Valley, there is the opportunity to extend the active mode facilities from the intersection with Dairy Flat Highway, providing direct access to and between the centres for active mode users.
 - Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross-corridor connections.
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.

OUTCOMES

- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
- Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
- Establish landscape outcomes that provides an appropriate interface to the blue and green network.
- Provide cross corridor active mode connection that connects to the future local transport network.
- Consideration of visual integration, interface and sense of place for the bridge structure.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.

LEGEND

- | | |
|---|---|
| Designation Boundary | Silverdale West Industrial Structure - Light Industry |
| Other NOR Boundaries | Silverdale West Industrial Structure - Heavy Industry |
| Future Urban Zone - FUZ | Rural - Countryside Living |
| Residential - Terrace Housing and Apartment Buildings | Rural - Mixed Rural |
| Residential - Single House | Significant Ecological Area (SEA) - Terrestrial |
| Residential - Mixed Housing Suburban | Natural Stream Management Areas |
| Business - Light Industry | Blue Network |
| Business - General Business | Open Watercourse |
| Business - Neighbourhood Centre | Proposed Cut |
| Business - Local Centre | Proposed Fill |
| Open Space - Sport and Active Recreation | Potential Future Local Centre |



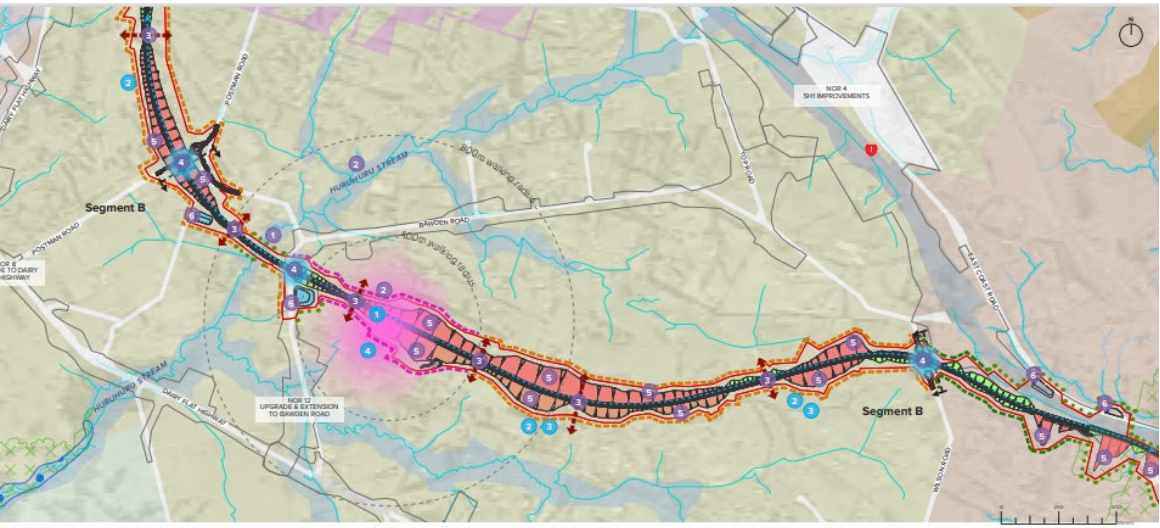
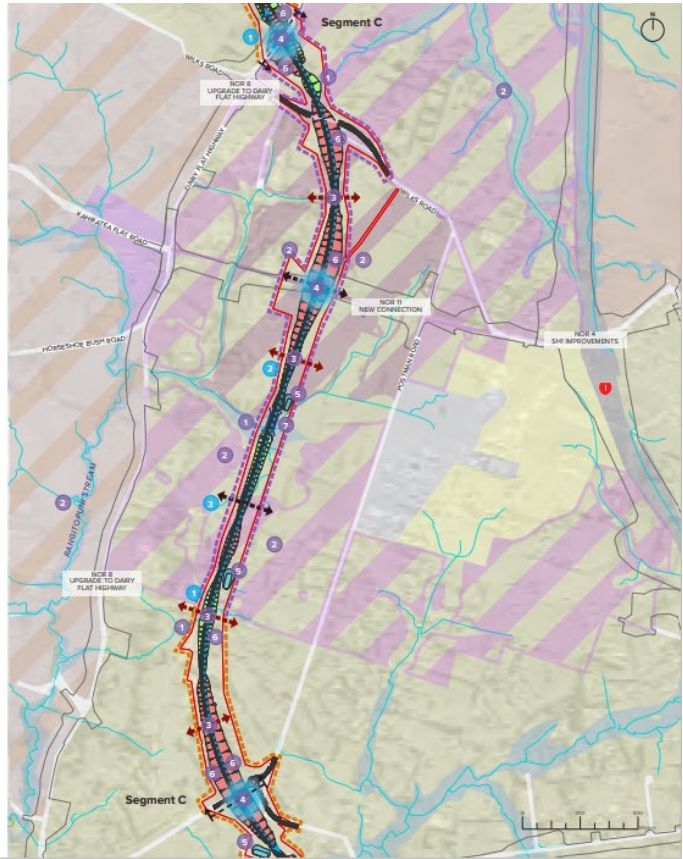
NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 5

- 1 **Outcomes**
- 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses the tributary to the Rangitapu Stream.
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent tributary to the Rangitapu Stream and defining the interface with future industrial land use.
- 5 **Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to areas of employment and to community facilities such as schools.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 8 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future development areas to enable integration with adjoining future landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landscapes. Where mass planting is proposed on batters, use native ecologically appropriate species.
- 9 **CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance, particularly at intersections and future cross-corridor connections. This should be a consideration of the active mode facilities which may have limited passive surveillance along the corridor from adjacent land use.
- 10 **Define the transition to the Silverdale West Industrial Area** - The RTC corridor design has the opportunity to assist with way-finding and defining the transition to and from industrial land use at the edge of the Structure Plan area.
- 11 **Provide for RTC access to the Silverdale Employment Area** - There are no stations anticipated in this segment of the RTC, however the gradients through this area, provide the possibility of establishing a station that provides access to the employment area in the future if it was considered to be desirable in future.
- 12 **Future connection across the RTC Corridor** - There are opportunities to provide connections across the RTC corridor for the local transport network as shown in the Silverdale West Dairy Flat Industrial Area Structure Plan.

- OUTCOMES**
- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
 - Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
 - Provide cross corridor active mode connection that connects to the future local transport network.
 - Anticipated future road cross over as per the Silverdale West Industrial Structure Plan.
 - Consideration of visual integration, interface and sense of place for the bridge structure.
 - Intersection arrangement that addresses multi-modal priority, safety and legibility.

- LEGEND**
- | | |
|------------------------------|---|
| — Designation Boundary | — Silverdale West Industrial Structure - Light Industry |
| — Other NOR Boundaries | — Silverdale West Industrial Structure - Heavy Industry |
| — Future Urban Zone - FUZ | — Blue Network |
| — Business - Light Industry | — Open Watercourse |
| — Business - Heavy Industry | — Proposed Cut |
| — Rural - Countryside Living | — Proposed Fill |
| — Rural - Mixed Rural | — Bi-Directional cycling facilities |

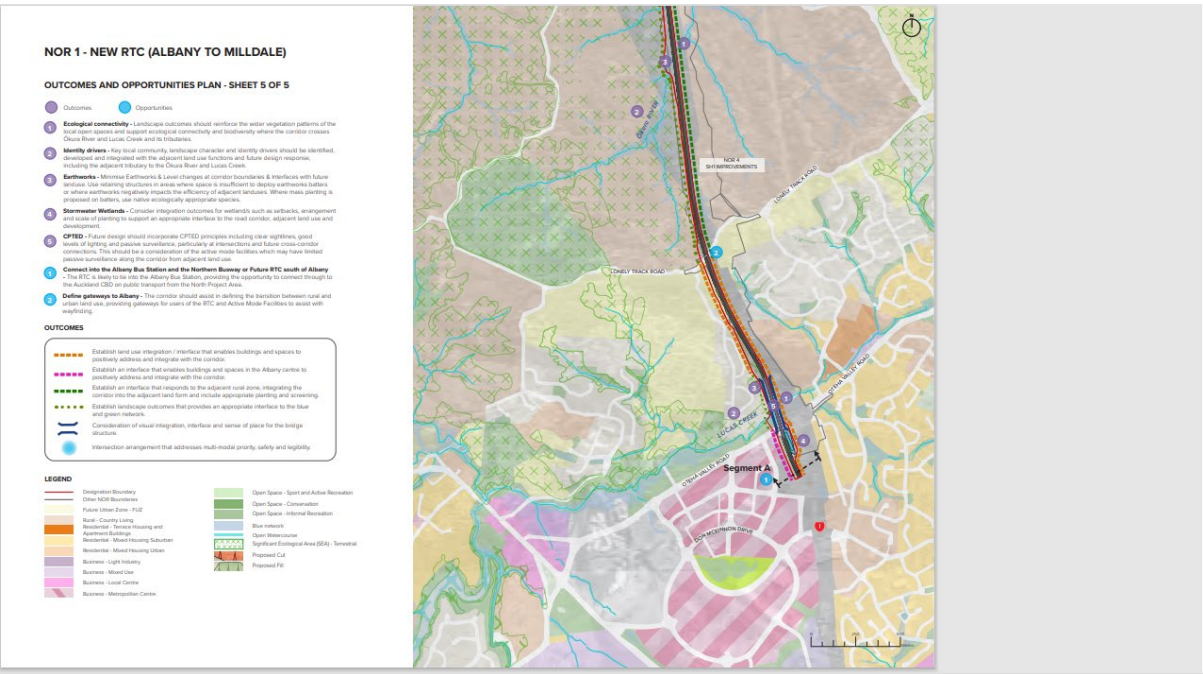
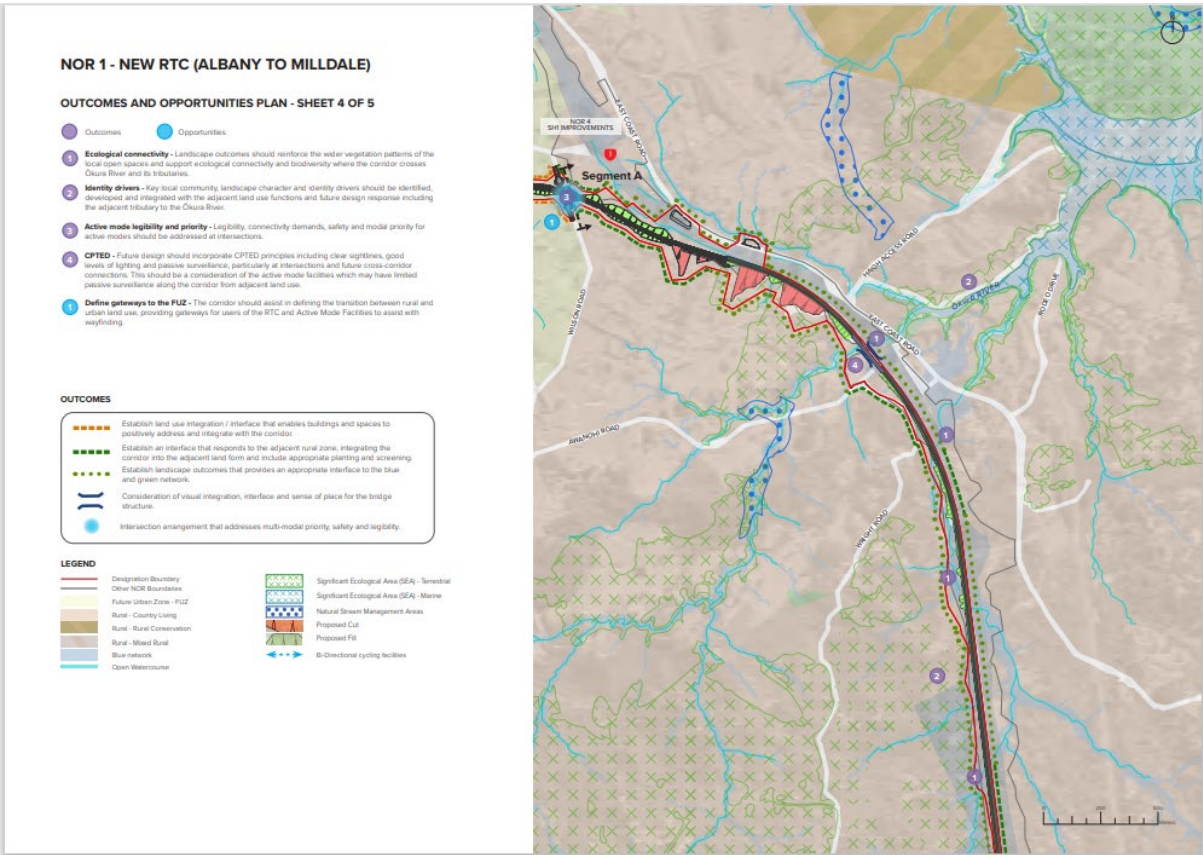


NOR 1 - NEW RTC (ALBANY TO MILLDALE)
OUTCOMES AND OPPORTUNITIES PLAN - SHEET 3 OF 5

- 1 **Outcomes**
- 2 **Opportunities**
- 3 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity where the corridor crosses Huruhuru (Dairy Stream).
- 4 **Identity drivers** - Key local community, landscape character and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response, including the adjacent tributary to the Huruhuru (Dairy Stream) and the future Dairy Flat Town Centre.
- 5 **Active mode permeability** - Consider permeability for active modes that addresses cross corridor connectivity (pedestrian crossings), modal priority and permeable access to destinations such as future schools, employment and business land, open spaces and community facilities.
- 6 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 7 **Earthworks** - Minimise Earthworks & Level changes at corridor boundaries & interfaces with future adjacent landuse. Use retaining structures in areas where space is insufficient to deploy earthworks barriers or where earthworks negatively impacts the efficiency of adjacent landscapes. Where mass planting is proposed on batters, use native ecologically appropriate species.
- 8 **Stormwater Wetlands** - Consider integration outcomes for wetlands such as setbacks, arrangement and scale of planting to support an appropriate interface to the road corridor, adjacent land use and development.
- 9 **Provide for a future station integrated with the Dairy Flat Town Centre** - There are no stations proposed to be designated in the segment of the RTC at this time. The RTC should connect to and integrate with the future Dairy Flat Town Centre by co-locating a station in this location that integrates positively with adjoining land use, promoting density in close proximity to rapid transit.
- 10 **Provide for additional stations in Dairy Flat** - The gradients of the RTC corridor allow for additional stations to be established throughout the corridor in the future. Future planning should locate these stations to maximise connectivity and access with the surrounding development and future local public transport connections.
- 11 **Connect to and across the RTC Corridor** - To enable connected and legible communities, and minimise severance effects, the local transport network should:
 - Provide opportunities for cross corridor connections
 - Provide clear and direct access to future stations that prioritises access via active modes and public transport.
- 12 **Town centre development** - Maximise development potential of the town centre / high density development through consideration of construction techniques.

- OUTCOMES**
- Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
 - Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
 - Establish an interface that responds to the adjacent rural zone, integrating the corridor into the adjacent land form and include appropriate planting and screening.
 - Establish landscape outcomes that provides an appropriate interface to the blue and green networks.
 - Provide cross corridor active mode connection that connects to the future local transport network.
 - Intersection arrangement that addresses multi-modal priority, safety and legibility.

- LEGEND**
- | | |
|---|---|
| — Designation Boundary | — Silverdale West Industrial Structure - Light Industry |
| — Other NOR Boundaries | — Silverdale West Industrial Structure - Heavy Industry |
| — Future Urban Zone - FUZ | — Blue Network |
| — Rural - Countryside Living | — Open Watercourse |
| — Rural - Rare Conservation | — Proposed Cut |
| — Rural - Mixed Rural | — Proposed Fill |
| — Potential location of future Dairy Flat Town Centre | — Bi-Directional cycling facilities |



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1218] Notice of Requirement online submission - YIXUE CHEN
Date: Thursday, 14 December 2023 3:15:43 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: YIXUE CHEN

Organisation name:

Full name of your agent:

Email address: cheniyxue1987@gmail.com

Contact phone number: 021721248

Postal address:

DAIRY FLAT
auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
82 Grace Hill Dr, Dairy Flat, Auckland

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The council plans to build a new centre on Grace Hill Dr, but the Nor1 new road will cross it. The traffic will be a huge problem for the High-Density Residential Zone here. It is not a smart way to build a new road here, I think the Nor1 new road should avoid the new centre area.



I or we seek the following recommendation or decision from Auckland Council:

The council plans to build a new centre on Grace Hill Dr, but the Nor1 new road will cross it. The traffic will be a huge problem for the High-Density Residential Zone here. It is not a smart way to build a new road here, I think the Nor1 new road should avoid the new centre area.

Submission date: 14 December 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

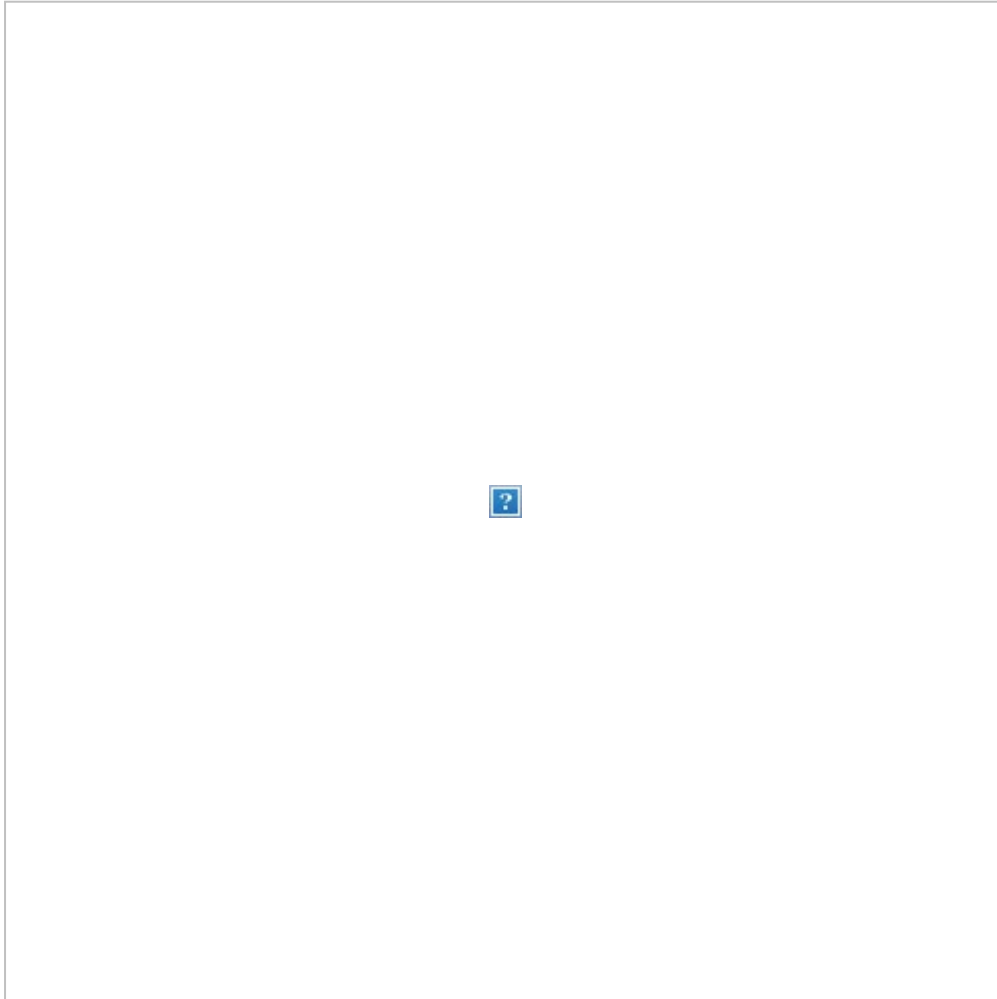
Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1217] Notice of Requirement online submission - Parks and Community Facilities
Date: Thursday, 14 December 2023 3:15:49 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Parks and Community Facilities

Organisation name: Auckland Council

Full name of your agent: Bianka Griffiths

Email address: bianka.griffiths@aucklandcouncil.govt.nz

Contact phone number: 027 337 3218

Postal address:
Auckland House - Level 12
135 Albert Street
Auckland
Auckland 1010

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
The effects of NOR1 on 161 Ahutoetoe Road Pine Valley 0992.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
The submitter is concerned about the effects of the notice of requirement on the property it owns at 161 Ahutoetoe Road, Pine Valley, including but not limited to the scale of effects on the vegetation and bush area, the stream, and its management area, as well as protective interests secured over the property.



I or we seek the following recommendation or decision from Auckland Council:
Avoiding all effects on the property at 161 Ahutoetoe Road so that its natural features are preserved and maintained.

Submission date: 14 December 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

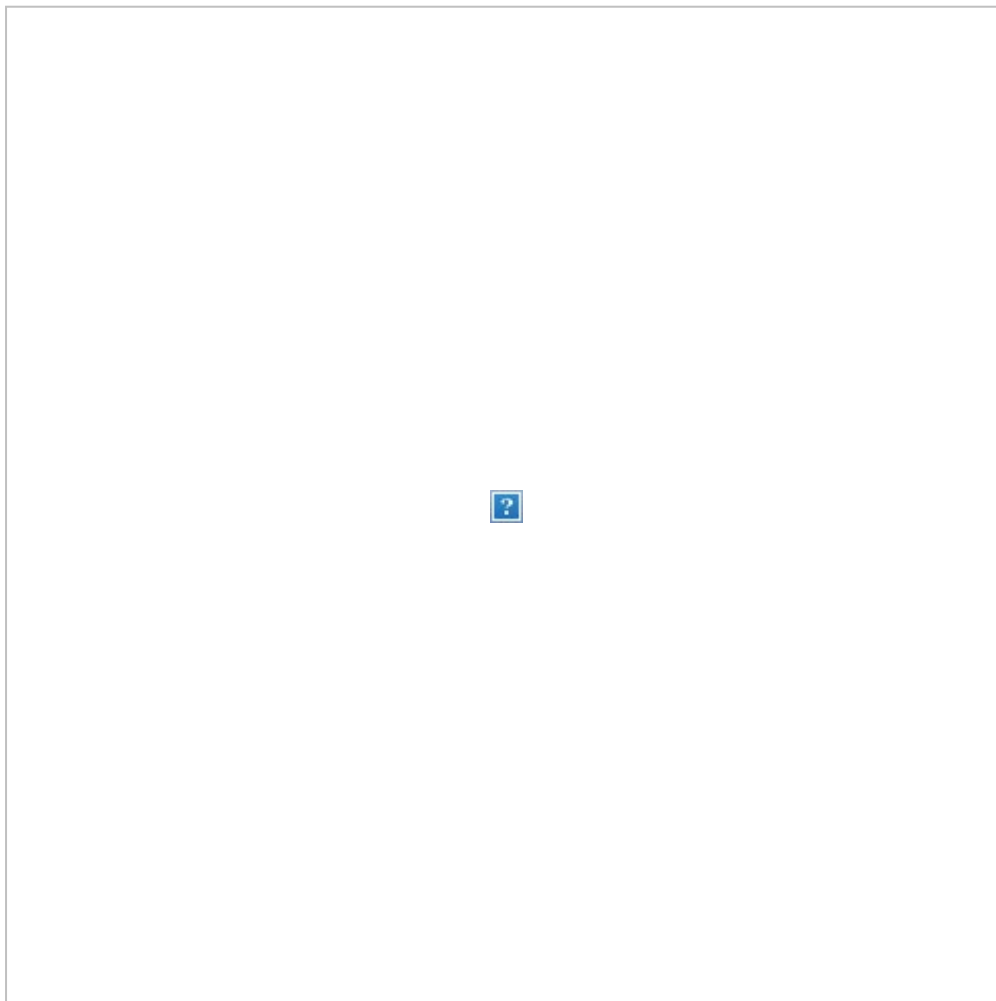
Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1222] Notice of Requirement online submission - Leslie Edwin Hawken
Date: Thursday, 14 December 2023 3:45:44 pm
Attachments: [Submissions by Leslie Edwin Hawken_20231214154040.391.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Leslie Edwin Hawken

Organisation name:

Full name of your agent: Michael Savage

Email address: michael.savage@parkchambers.co.nz

Contact phone number: 0274528255

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
46 Old Pine Valley Road, Silverdale

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Please see attached submission

I or we seek the following recommendation or decision from Auckland Council:
Please see attached submission

Submission date: 14 December 2023

Supporting documents
[Submissions by Leslie Edwin Hawken_20231214154040.391.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

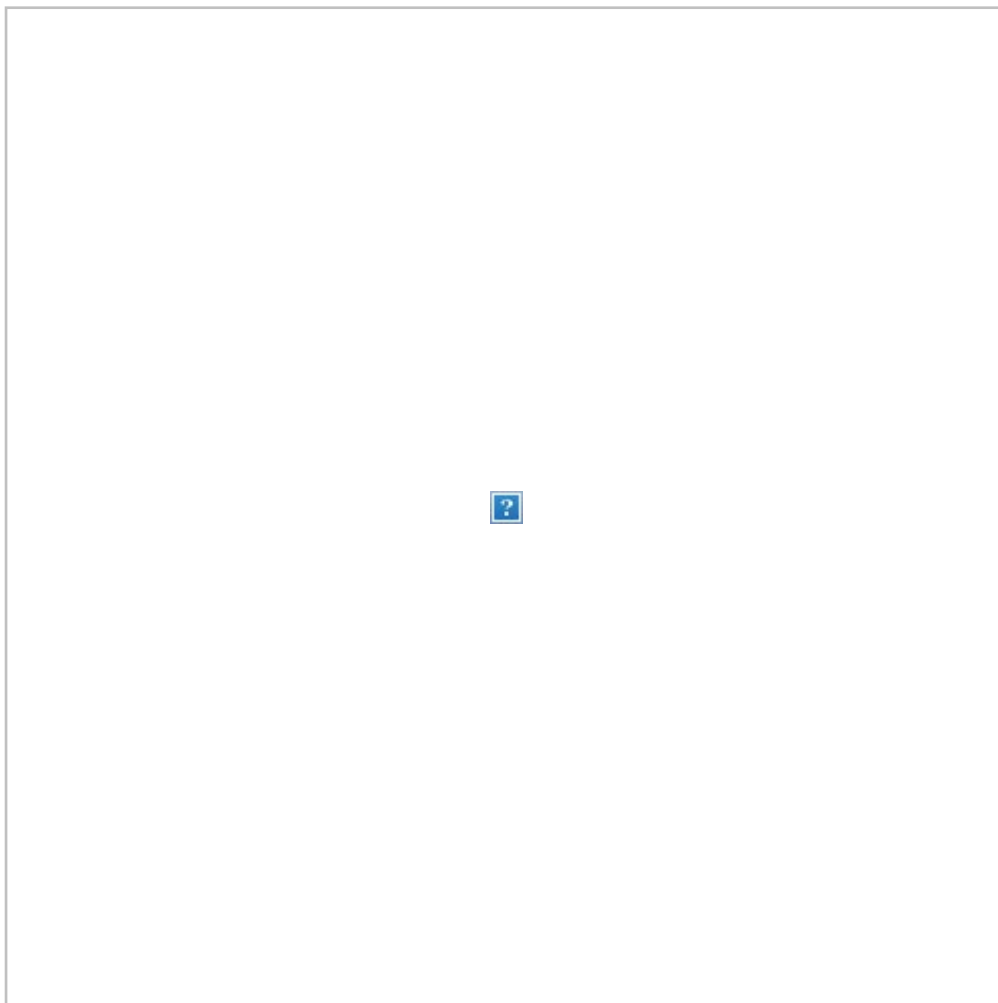
Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.



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Submission by Leslie Edwin Hawken, 46 Old Pine Valley Road, Silverdale in relation to Notices of Requirement for designations being NoR 1, NoR 3 and NoR 4

Introduction

1. Mr Hawken has owned and farmed 46 Old Pine Valley Road (Pt Allot 16 SO 18072; Lots 1 and 2 DP 326198) for many decades (the property). The property comprises 29.4502 hectares and is used to graze stock. It is located immediately northwest of the Silverdale/State Highway 1 interchange and SH1, with the eastern boundary adjoining SH1.
2. The property is impacted by several of the notices of requirement for designations being NoR's 1 and 3, which address respectively the corridor for the Rapid Transit Network, and the proposed Pine Valley East Station and associated facilities. NoR 1 bisects the property and NoR 3 proposes a large portion the new Pine Valley East Station and associated facilities extending on to the property. NoR 1 which provides for State Highway 1 improvements also affects the property (in providing essentially a shared use path on 46 Old Pine Valley Road adjoining the SH1).
3. This submission addresses each of those notices of requirement given their interrelated nature.



The Property and urbanisation/development in the Silverdale West Structure Plan Areas 1 and 2

4. Mr Hawken's property is zoned Future Urban in the AUP (FUZ) and is identified within the Silverdale West Structure Plan Area, Stage 1, for a light industrial zone.
5. The timing of the FUZ for urbanisation has recently been reviewed by Council (November 2023) in the context of the Council's wider responsibilities under the Local Government legislation, RMA, the NPS:UD and review of a Future Development Strategy (FDS) and Future Urban Supply Strategy (FULSS).
6. One result of this wider exercise is that the Silverdale West Stage 1 Structure Plan Area has been identified as one of the earliest FUZ, for urbanisation (2035+). Further reference to this is included below. It is further noted that the AEE for the NoR's refers to considerable developer interest in this SP area, given development demand and the proximity of the land to Millwall and SH1.
7. The Council's identified timing of urbanisation of this Structure Plan area, including Mr Hawken's property, has direct implications for the timing of the provision of infrastructure, including particularly roading and the proposed Rapid Transfer Network and Station the subject of the NoR's.

8. Put simply, infrastructure such the RTN and new RT Station must be constructed in advance of urbanisation to enable orderly development of the surrounding SP area for light industrial and other identified purposes. Conversely, the failure to progress early construction of the RTN and Station the subject of NoR's 1 and 3, precludes timely development of the SP area and Mr Hawken's property for their intended purposes.

Concerns with the NoR's as presented

9. Particular concerns relate to:

- a. The 30 year term of the designations proposed in respect of NoR's 1 and 3 and the blighting effect that will ensue; 
- b. The lack of detail in relation to key impacts of the proposed designations on the property, including in relation to access arrangements to the property both from a future roading network and from the Station, integration of the RTN and Station with adjacent urban development, including Station design, amenity protection and landscaping; 
- c. The technique in proposed conditions of the designations of deferring assessment and management of the environmental effects of the proposals to future management plans that are yet to be developed.

The FUZ and timing of urbanisation – contrast with 30 year term sought for the proposed designations.

10. Auckland Council has recently undertaken a review of the timing of urbanisation of the Future Urban Zones in the Auckland Unitary Plan as part of its wider examination of future growth and the provision of infrastructure in the context of a Future Development Strategy (FDS). Some detail of this work is contained in the Minutes and related Appendices to the Planning, Environment and Parks Committee meeting of 2 November 2023.
11. Broadly, the approach taken is based on the principle of aligning the location and timing of growth in the future urban areas with Council's investment into the construction and delivery of bulk and cumulative infrastructure to service and support new Urban Development. Aligning future urban areas with planned infrastructure delivery is intended to ensure that development is well coordinated in is able to provide a safe, sustainable environment for communities.
12. This integration of development of future urban land with infrastructure, is to provide clear guidance around the timeframes for rezoning and development activities. (It also leaves open a potential for the private sector to find alternative funding sources for

required infrastructure, which may enable the timing of rezoning and development to be brought forward.)

13. Appendices 6 and 7 to the Committee Minutes contain tables that set out the timing of future urban areas and the key bulk infrastructure prerequisites associated with each area. Appendix 6 notes that distributing the live zoning of future urban areas over the various time frames (2025 to 2050+) enables proactive planning in an orderly and cost efficient way, ensuring the areas are supported by the required bulk infrastructure and able to deliver the quality urban outcomes anticipated in the FDS.
14. Relevantly the Appendix 6 Table addressing the timing of future urban areas, identifies the Silverdale West (Stage 1) area as proceeding not before 2030+, this being the second earliest identified stage in the Councils programme for provision of infrastructure. (Albany village and Algies Bay have timing indication five years earlier. At 2025.) The infrastructure prerequisites identified include the Pine Valley Road upgrade, SH1 interchange upgrades and the North Shore rapid transit extension to Milldale (amongst other items). The same time frame and infrastructure provision is identified for the Silverdale West Stage 2.
15. Appendix 7 to the Committee Minutes contains an overview of future urban area timing. It states that the proposed time frame indicates when infrastructure required to service the full build out of the area is likely to be implemented and is based on current information. Again the Silverdale West, Stages 1 and 2 are identified with the same date of 2030.
16. It is also expressly recorded that reassessment of the Silverdale-Dairy Flat -Wainui cluster did not identify significant challenges that would otherwise make development of the future urban areas inappropriate. It notes that moderate natural hazard risks exist, particularly it's flooding extent within the FUA cluster, but that these effects can be appropriately managed if subsequent plan changes take an integrated management catchment approach.
17. It records that, as of November 2023, structure planning has only been completed for the Silverdale West Stages 1 to 3 as future urban areas. That includes the property at 46 Old Pine Valley Road, which is within Stage one.
18. Given these clear and recent indications by Auckland Council as to the timing of urbanisation of the Silverdale West Structure Plan Area, the rationale contained in the AEE for the NOR 1 and 3 seeking 30 year terms, is flawed and probably lawful.
19. The NOR 4 for the SH1 improvements does not specify a lapse date, with the AEE recording that this is because the existing SH1 designations have been given effect to already. Regardless of the correctness or otherwise of that analysis, it is considered that similar considerations apply as to timing of these works. They need to be



implemented in advance of urban development on the property so that that development can then integrate with the adjoining SH1 cycleway/walkway.

20. The importance of the early timing of the works contemplated by these NoR's cannot be overstated and they must precede the planned urbanisation of the SP area. Otherwise it is completely out of step with the Council's obligations under the FDS and indeed the demand for development in this area. From the perspective of landowners such as Mr Hawken, the notion of a 30 year term effectively blights the use of the property for urban development. Even interim uses for rural activities are impacted, given the disincentive to spend money maintaining farming facilities with designations in place and no clarity as to when, or whether, the designated works may happen.
21. A 5 year designation term is appropriate for each of the proposed designations.



The lack of information regarding effects of the proposals and deferral of decision making to later management plans

22. Reference has been made to the absence of consultation in relation to the proposed RT Station. Further, despite the large volume of material on the Council's web site accompanying the NoR's, there is absence of information as to how specifically the RTN and Station will integrate with and address effects on the property.
23. The promise of management plans to come later, possibly at Outline Plan stage, is not acceptable. It is noted also that is contrasted with the requiring authority's approach in relation to the recent designations for the upgrades of sections of the Southern Motorway at Auckland where specific designation conditions are applied in relation to particular properties to address identified effects.
24. Again a consequence of this "do it later" approach is to undermine the FDS strategy required by the Council and to blight the private properties for decades to come.



Relief sought:

25. Recommend
- withdrawal of NoR's 1, 3 and 4; Alternatively
 - require lapse periods for the designations of 5 years; and
 - inclusion of detailed conditions and plans detailing the integration of the designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property from bus noise), and landscape treatment of the boundaries;
 - Such further or other relief in order to give effect to this submission.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to:

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

GUO BIAO JIANG

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

93 postman Rd. Dairy Flat

Telephone:

021 076 1200

Email:

stephj4729@gmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

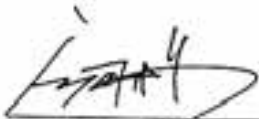
I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

14/12/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path", with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision. □□1
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council's current vision for the area. □□1
- Taking account of both the above factors, Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed. □□1
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor. □□2
- As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence. □□3
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of "least regret". □□□
- The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR's regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR's to be premature and unjust. □□2

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1228] Notice of Requirement online submission - Shirley Chen on behalf of Yibin CHEN and Zhide ZHAO
Date: Thursday, 14 December 2023 4:15:43 pm
Attachments: [Email from Yibin CHEN to Auckland Council and NZTA_20231214160053.337.pdf](#)
[ZHAO's letter to AC and NZTA - 20231214160058.166.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Shirley Chen on behalf of Yibin CHEN and Zhide ZHAO

Organisation name:

Full name of your agent:

Email address: yiton28@hotmail.com

Contact phone number: 021 1837133

Postal address:
c/o: 34 Monaghan Ave
Mt Albert
Auckland 1025

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
See Attachments

I or we seek the following recommendation or decision from Auckland Council:
See Attachments

Submission date: 14 December 2023

Supporting documents
Email from Yibin CHEN to Auckland Council and NZTA_20231214160053.337.pdf
ZHAO's letter to AC and NZTA - _20231214160058.166.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

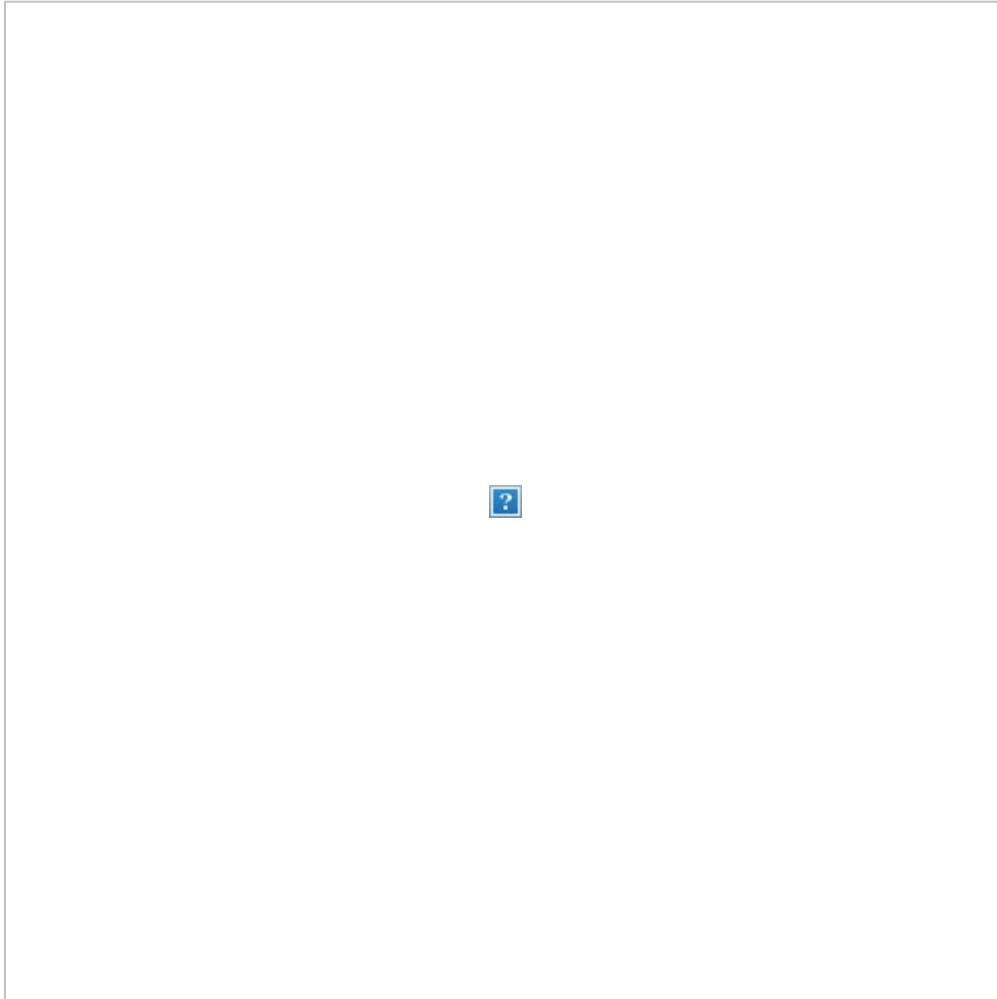
Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Respectful Auckland Council and NZTA

My name is Yibin CHEN, the landowner of 17 Wright Rd, Redvale, Auckland. The reason I object this project is that I bought the land from NZTA when the State Highway 1 was completed and was advised that the land is no longer needed otherwise I won't buy it.

In addition, my brother-in-law, Zhide ZHAO (Graham), who relocated a 2nd hand dwelling into the site (he is the house owner) and has been living at 17 Wright Road for about 10 years. However he has been treated very badly in the past 5 year or so. I'll stand up for my brother-in-law until his issue is resolved in NZ.



Yibin CHEN

14 /12/ 2023

Dear Auckland Council and NZTA

I am writing to you regarding 17 Wright Road, Radvale, Auckland that is affected by the project.

I oppose the project and I have expressed my objection to the Supporting Growth Team at the very beginning.

As permitted by my brother-in-law (Yibin CHEN), the landowner, I relocated a 2nd hand dwelling to 17 Wright Road and started living there. I like the area. However, I have been seriously bullied, harassed, intimidated, discriminated against, harms and so on by a secret racial group, its mercenaries, also some government agencies, organisations (including NZTA) in the past 5+ years. For example, the house has been secretly invaded so many times, the valuable stuff and some personal items have been taken/stolen, the house has been damaged in many ways, etc. These suspects are under the policy guidance so my complaints to the agencies, departments and organisations in New Zealand have turned out to be no resolution. I then have to complain to the international organisations (Ref: OTP-CR-551/22).

There are a lot of additional detailed information which I can provide later as I just submit my objection at this stage.



Zhide ZHAO (Graham)

14/12/2023

From: [Glenda S](#)
To: [Unitary Plan](#)
Subject: Rapid Transit Corridor in Dairy Flat
Date: Thursday, 14 December 2023 4:16:05 pm
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)

Auckland Council Auckland Transport

Private Bag 92300 submissions@supportinggrowth.nz
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- **NoR 1 Proposed Rapid Transit Corridor Dairy Flat**

My name isVincent Stones..... and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at1 Green Road, Dairy Flat.....

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be **heard at the Hearing.**

As a long term resident of the area, **we are** not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

1.1

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1. Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

1.2

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections , which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community , we now have:

2. A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
3. Guidance for growth in part , being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
4. The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
5. A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
6. Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
7. A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure , such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred , local residents have been

kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered , as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

8. The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
9. There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within

400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

10. There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
11. There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
12. The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
13. The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).
14. This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
15. Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
16. Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

1.3



Figure 2 Report conflicts using WRONG Data.

17. Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
18. The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
19. In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

20. The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
21. The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands.

The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

22. No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.

23. In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME's study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU's then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

24. The Assessment of Alternatives Vol1 Sec 20 states that the proposal "provides certainty to Landowners". This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.

25. The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.

26. Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost

assumptions made solely based upon desktop studies, which may inadequately address full project risk.

27. Comprehensive Site investigation studies need to occur prior to any NoR's being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
28. Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
29. The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the "30 year temporary RTC solution" within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e "Quickways".
30. Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

1. **Immediate withdrawal of existing NoR #1**
2. **Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**
3. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with**

market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.

4. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.
5. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.



“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”

www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf

6. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.
7. The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.
8. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.
9. The current program is a severe prejudice on a well established Countryside Living

environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.

Auckland Council Auckland Transport

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Auckland 1142
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Attn Mr J Duguid – Manager Plans & Places

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My name isVincent Stones..... and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at1 Green Road, Dairy Flat.....

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be **heard at the Hearing.**

As a long term resident of the area, **we are** not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

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22. The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).
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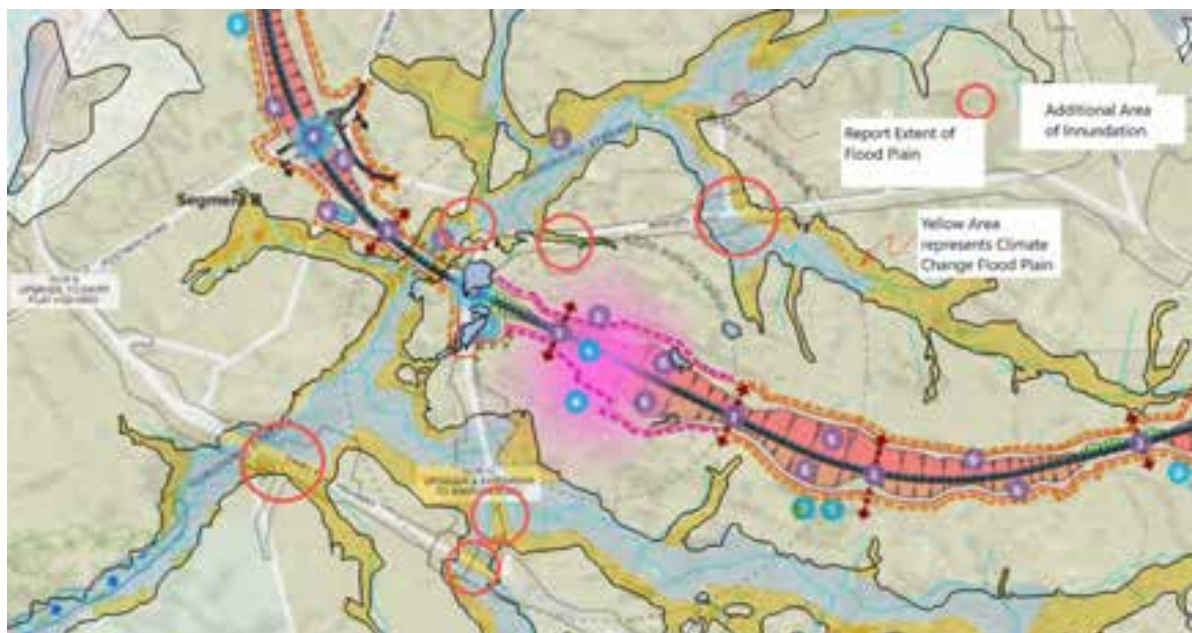


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ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.

27. The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
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The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

31. No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
32. In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME's study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU's then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.
33. The Assessment of Alternatives Vol1 Sec 20 states that the proposal "provides certainty to Landowners". This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
34. The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
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38. The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the "30 year temporary RTC solution" within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are

showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.

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Requested Outcomes

1. **Immediate withdrawal of existing NoR #1**
2. **Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**
3. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.**
4. **Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it’s a “man made” flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.**
5. **Consider following the experience of other markets i.e Australia, in how to secure**

Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.

“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”

www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf

6. **Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**

7. **The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.**

8. **A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.**

9. **The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.**

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RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

Our names are Nick Montague-Brown and Carim Portella and we are submitting our objection to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as residents of 264 Bawden Road, Dairy Flat

As residents of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

2.1

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the current government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

2.2

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

We believe that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1 in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

2.3

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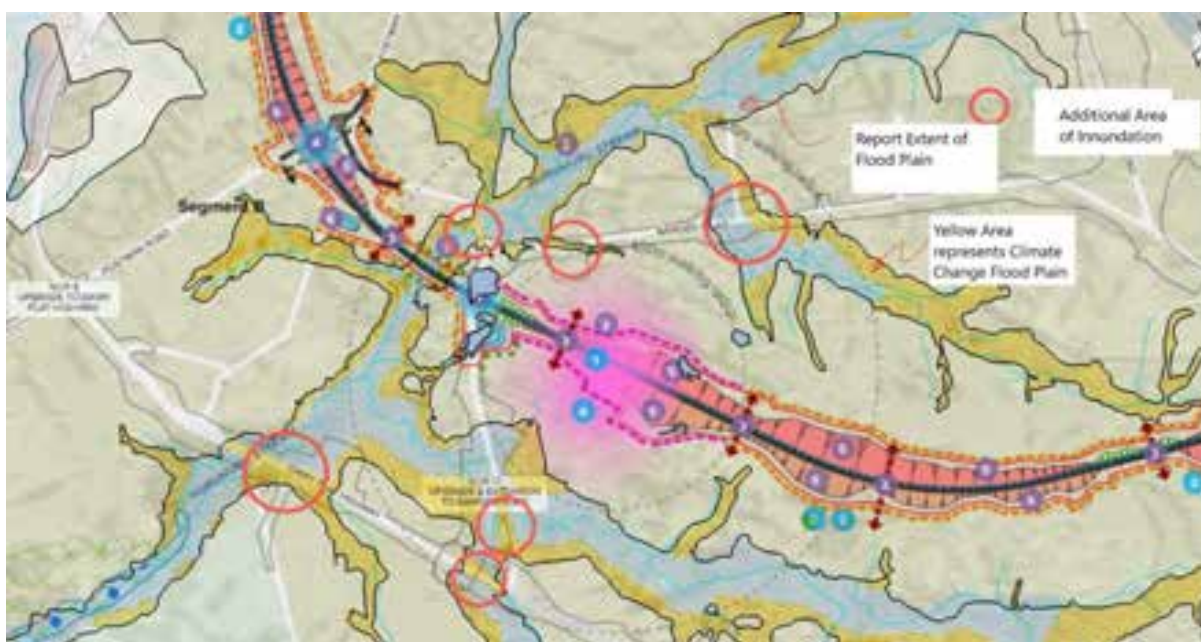


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Requested Outcomes

- A. Immediate withdrawal of existing NoR #1
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.
- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.
- D. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.
- E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs. 
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- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Phillipa Hanson and I am submitting my **objection** to the joint application by AT & WK/ NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as a resident of 89 Lascelles Drive, Dairy Flat.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

As a long term resident of the area, **we are adjacent to** the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

3.1

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1. Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

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So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

1. The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
2. There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

3. There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
4. There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
5. The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
6. The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).
7. This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
8. Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity

3.3

compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.

9. Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent. Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

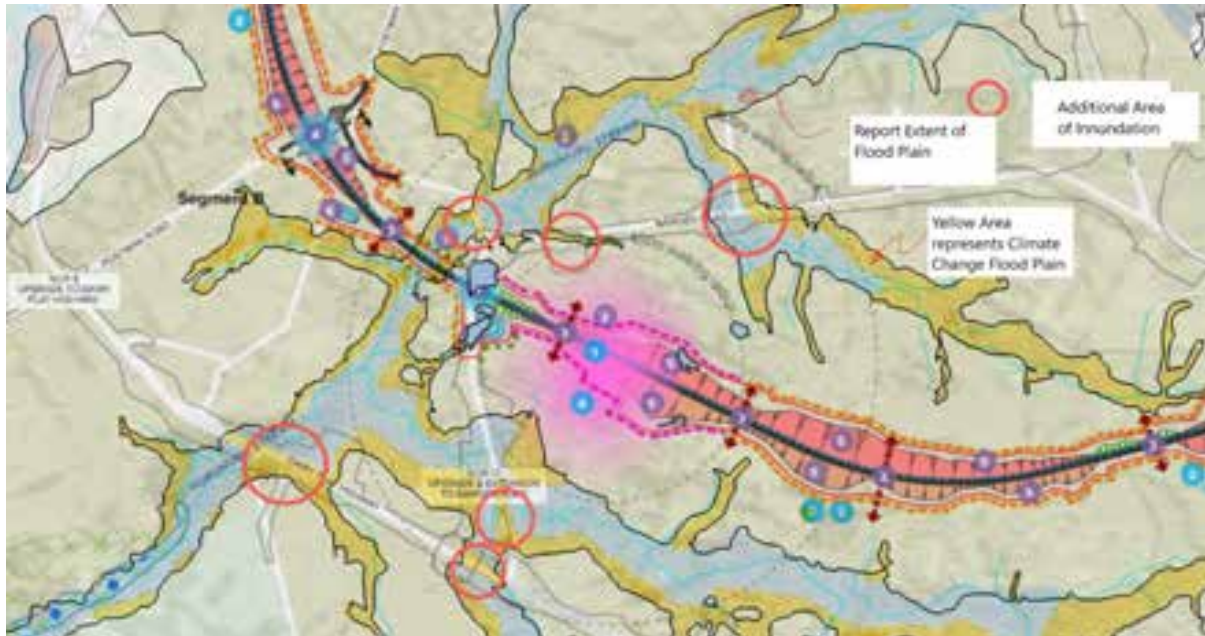


Figure 2 Report conflicts using WRONG Data.

10. Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
11. The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
12. In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding
13. The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could

eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.

14. The AEE assessments are targeted at the areas within the NoR's and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

15. No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
16. In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME's study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU's then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.
17. The Assessment of Alternatives Vol1 Sec 20 states that the proposal "provides certainty to Landowners". This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR

- process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
18. The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
 19. Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
 20. Comprehensive Site investigation studies need to occur prior to any NoR's being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
 21. Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
 22. The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the "30 year temporary RTC solution" within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e "Quickways".
 23. Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. Immediate withdrawal of existing NoR #1**
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**
- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan**

accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.

D. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.

E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.



“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”

www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf

F. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.

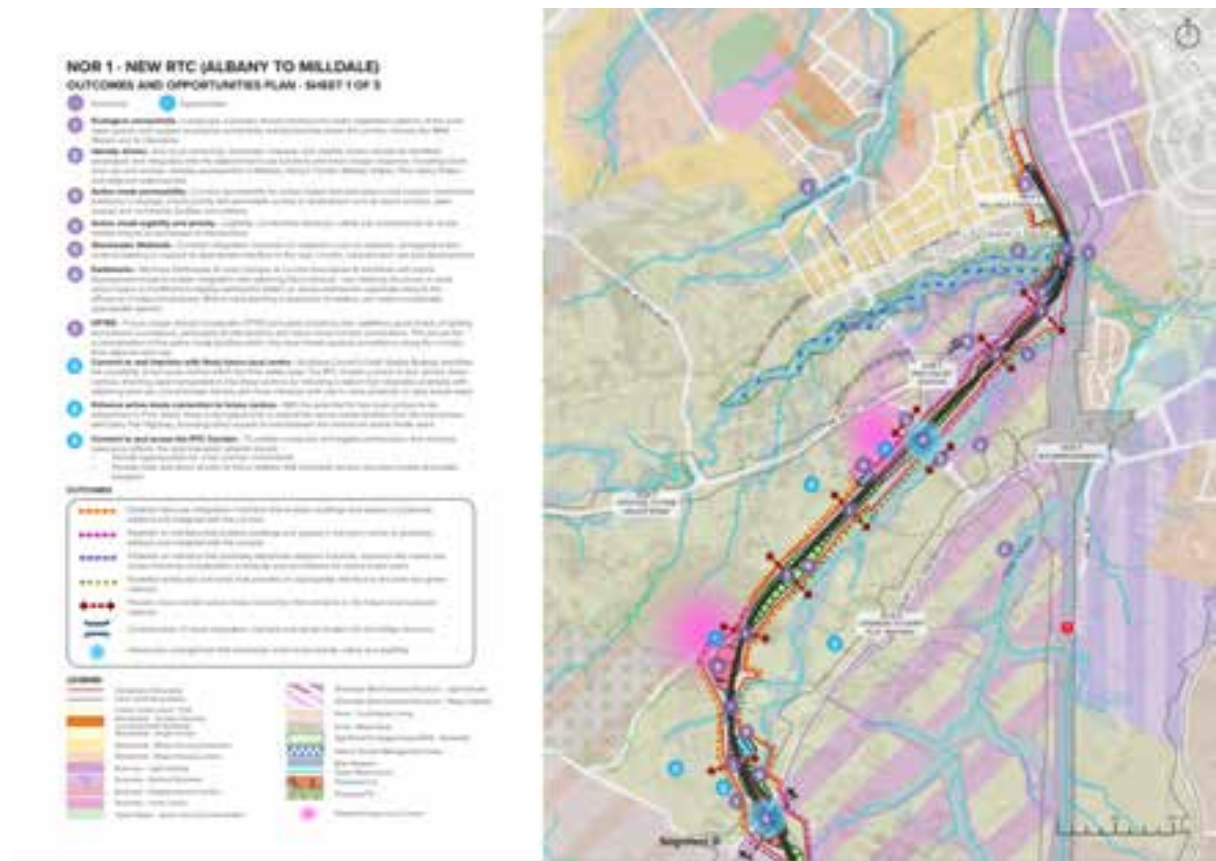
G. The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.

H. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.

I. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.

APPENDICE 1

Appendix 1 AT/WK Corridor Alignment from AEE Reports.



NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 5

- 1 **Community**
- 2 **Regional connectivity**
- 3 **Weekly access**
- 4 **Active mode accessibility**
- 5 **Active mode safety and security**
- 6 **Recreation - Mountain**
- 7 **Recreation - Water**
- 8 **Recreation - Wildlife**
- 9 **Wildlife**
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OUTCOMES

- 1 **Wildlife**
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NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 3 OF 5

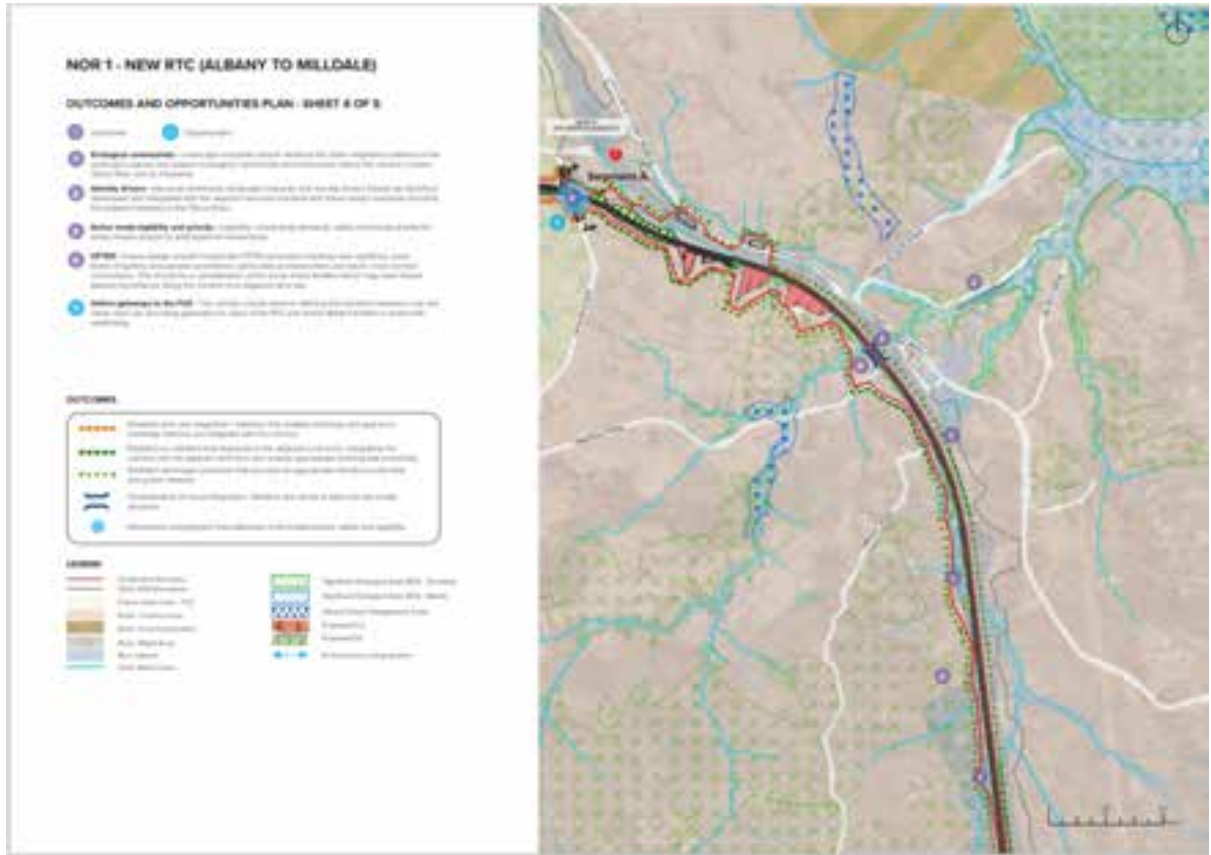
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OUTCOMES

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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1238] Notice of Requirement online submission - Eunju kim
Date: Thursday, 14 December 2023 5:30:47 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Eunju kim

Organisation name:

Full name of your agent:

Email address: nnnzzziidd@gmail.com

Contact phone number:

Postal address:
69rangihina rd hobsonville

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Dear waka Kotahi-NZTA I am writing to express my strong opposition to the recent proposal submitted by Waka Kotahi for a new Rapid Transit Corridor, specifically affecting the Dairy Flat area. Having reviewed the details provided online, I have several concerns regarding the necessity, practicality, and potential negative impacts of this plan. Firstly, the proposed corridor seems to be a significant financial burden without clear justification for its creation. My friend, who resides in the area, is troubled by the lack of transparency regarding the need for such an extensive project. From an aesthetic standpoint, I am worried about the visual impact of a concrete barrier or fence separating the residential area from the bus corridor. Such a large structure passing through a residential neighborhood may not harmonize well with the existing surroundings. Additionally, the potential for graffiti, noise, and an unattractive appearance around the bus corridor is a concern. Maintenance issues could further contribute to the deterioration of the area's visual appeal over time. Moreover, the design of the bus route does not seem to efficiently connect Silverdale and Albany, raising doubts about its effectiveness. I have observed similar dedicated bus lanes in my local area, which often remain underutilized, particularly during non-peak hours, suggesting inefficiency in resource allocation. Considering the long-term implications, I question the wisdom of investing in a bus corridor through rural areas, especially when there is uncertainty about its future necessity and concerns about potential budget overruns. Drawing from my experience with a similar bus-exclusive route in my neighborhood, which tends to be underused, I suggest considering alternatives such as designated bus lanes during peak hours. This could be a more cost-effective and practical solution to address traffic congestion. As I understand, the City Council holds the authority to modify and make the final decision on this plan. I urge the City Council to consider a more efficient, cost-effective, and minimally disruptive alternative that aligns with the needs and preferences of the local community. Furthermore, I would appreciate efforts to enhance public awareness and understanding of the project, as many residents may not be fully informed about its details. In conclusion, I hope the City Council will carefully review and modify the proposal to ensure a practical, cost-effective, and community-friendly solution for the future of the Dairy Flat area.



Thank You.

I or we seek the following recommendation or decision from Auckland Council:
I hope the City Council will carefully review and modify the proposal to ensure a practical, cost-effective, and community-friendly solution for the future of the Dairy Flat area.

Submission date: 14 December 2023

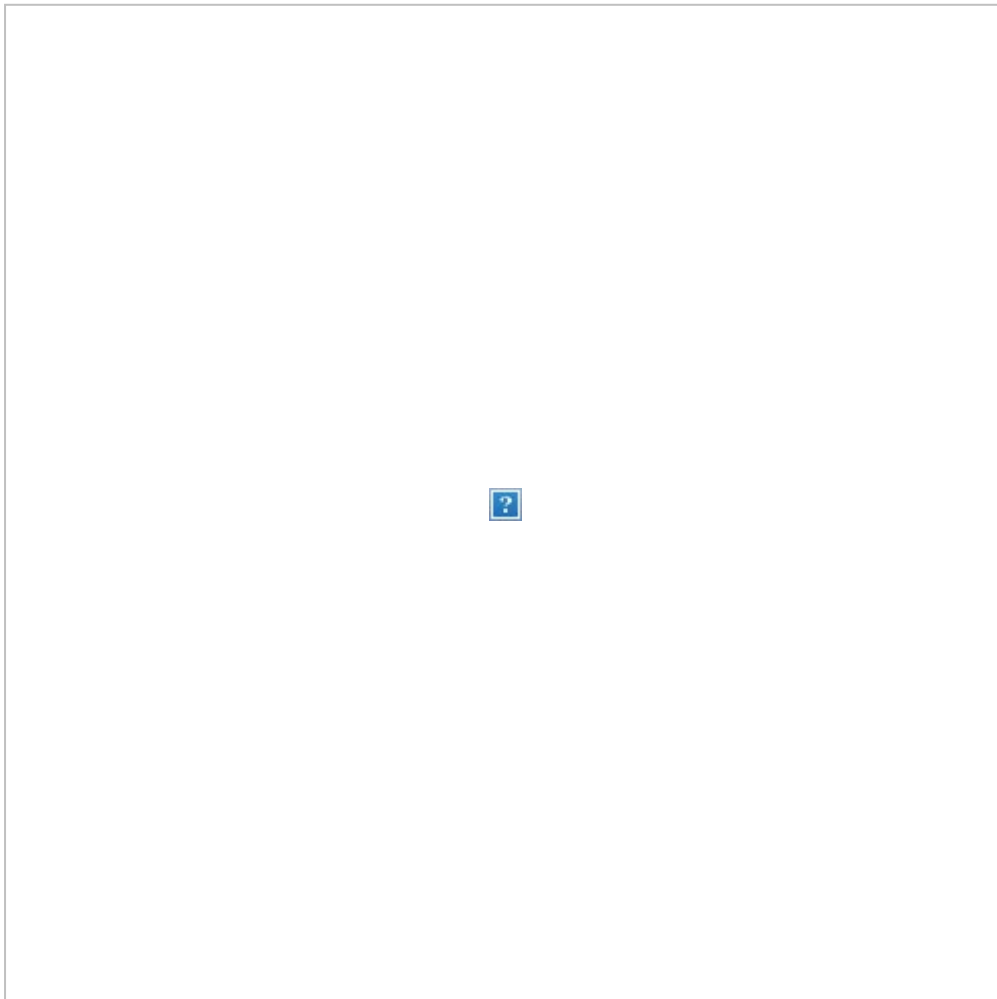
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1240] Notice of Requirement online submission - Jane Mason
Date: Thursday, 14 December 2023 5:31:02 pm
Attachments: [Pillbox Pillbox CH13674 1268 East Coast Road Redvale.pdf](#)
[Assessment of Effects on the Environment - 1268 East Coast Road Redvale CHI ID 13674.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Jane Mason
Organisation name:
Full name of your agent: Jane Mason
Email address: jane@janemasonstudios.com
Contact phone number: 021446690
Postal address:
jane@janemasonstudios.com
REDVALE
Auckland 0794

Submission details

Name of requiring authority: Waka Kotahi (NZTA)
The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path
The specific provisions that my submission relates to are:
North: New Rapid Transit Corridor, including a walking and cycling path (NoR 1) – Waka Kotahi (NZTA) 1268 East Cost Road - Notice of Requirement - Full property

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

1/ Inadequate consideration to the historic nature of the property due to the presence of the historical Pillbox placement. Under the proposed earthworks the Pillbox CH#13674 will likely be demolished or adversely affect the structure losing all historic value significant in the process. 2/ Inadequate consideration to alternative earth stabilisation measures in lieu of open cut / battered slopes that would allow the family home and residence to remain and maintain its current amenity. The costs of which may be more economic versus the forced purchase of our family home. 3/In addition the property is a 1928 Original homestead villa relocated from the conrer of Parnell & Gladstone Road.



I or we seek the following recommendation or decision from Auckland Council:
Abandonment of the compulsory acquisition of our family home due to excessive conservative earthworks in favour of alternative slope stability measures that would allow for the works to continue yet still allow for us to maintain possession of our property and family home.

Submission date: 14 December 2023

Supporting documents
[Pillbox Pillbox CH13674 1268 East Coast Road Redvale.pdf](#)
[Assessment of Effects on the Environment - 1268 East Coast Road Redvale CHI ID 13674.pdf](#)

Attend a hearing

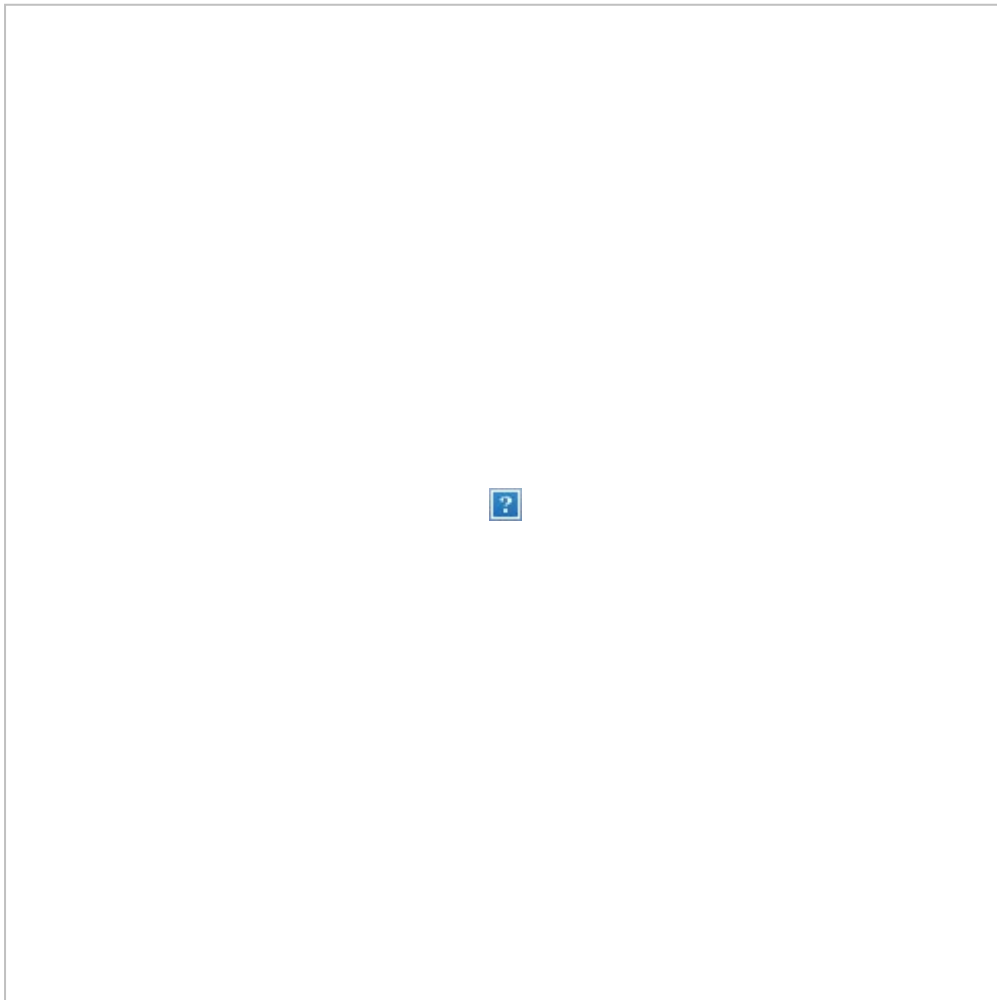
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Features	Description
	<p>and 104). (Appendix A of the Assessment of Arboricultural Effects in Volume 4)</p> <p><i>Likely Future Environment</i></p> <p>Refer Section 7.3 – Planning and Environmental Context - Ecology</p>
Historic heritage and archaeological values	<p><i>Existing Environment</i></p> <p>Two CHI sites have been recorded within the proposed designation, as set out below. There is also one archaeological site and two CHI items present within 200m of NoR 4:</p> <ul style="list-style-type: none"> • R10/949 – Midden. Summarised in NoR 1. This site is outside of the proposed designation. • CHI ID #13674 – Pillbox. There is a historically recorded Pillbox at 1268 East Coast Road. This WWII concrete structure was one of numerous similar features throughout the Auckland Area. The pillbox location lies inside the NoR boundary. It is not known whether any part of the recorded structure survives sub-surface. • CHI ID #16066 – Gum store. This is the location of a historic gum store of unknown age, located near SH1 where the ground has been highly modified. • CHI ID #22214 – Sainsbury Villa. This is an Edwardian villa located at 1744 Dairy Flat Highway. The villa lies within 200m of the proposed designation but is not within the designation boundary itself. • CHI ID #22215 – Small Homestead. This is a 20th century residential dwelling located at 1732 Dairy Flat Highway. <p><i>Likely Future Environment</i></p> <p>The existing environment as it relates to historic heritage and archaeological values is likely to remain the same in the future; although some of the archaeological features may be lost from private developers as the surrounding area urbanises.</p>
Traffic and Transport	Existing and likely future traffic and transport context is discussed at Section 7.2.
Areas of cultural value	<ul style="list-style-type: none"> • Ōkura Creek, Weiti River, Waiokahukura (Lucus Creek), Huruuru (Dairy Stream) and Ōrewa River • SEAs – indigenous vegetation on both sides of the corridor. (see Vegetation and Ecology table row, above) <p>Refer Section 11 and Appendices E and F.</p>



Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Nick Roberts - Barker & Associates

Organisation Name (if submission is made on behalf of Organisation)

AW Holdings 2021 Limited Partnership

Address for service of Submitter

AW Holdings 2021 Limited Partnership

C/O Barker & Associates (Attn: Magdalena Regnault) PO Box 1986, Shortland Street, Auckland

Telephone: Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority	<u>Waka Kotahi NZ Transport Agency</u>
For: A new designation or alteration to an existing designation	<u>North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path</u>

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

As set out in the attached submission.

My submission is:

I or we support of the Notice of Requirement I or we oppose to the Notice of Requirement
I or we are neutral to the Notice of Requirement

The reasons for my views are:

As set out in the attached submission.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

As set out in the attached submission.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/14/2023
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of submitter: AW Holdings 2021 Limited Partnership (“AW Holdings”)

- (1) AW Holdings make this submission on the Notice of Requirement (“NoR 1”) for a new 16km long Rapid Transit Corridor (“RTC”) sought by Waka Kotahi/NTZA. NoR 1 was lodged by Te Tupu Ngātahi Supporting Growth Alliance (“SGA”) to Auckland Unitary Plan – Operative in Part (“AUP(OP)”) in accordance with Sections 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991 (“RMA”) as follows:
 - (a) AW Holdings could not gain advantage in trade competition through this submission
 - (b) AW Holdings are directly affected by the effects of the subject matters of the submission that –
 - (i) Adversely affects the environment; and
 - (ii) Do not relate to trade competition or the effects of trade competition.
 - (c) AW Holdings wish to be heard in support of their submission.
 - (d) If any other submitters make a similar submission, AW Holdings will consider presenting a joint case with them at a hearing.

OVERVIEW OF AW HOLDINGS

- (2) AW Holdings is a global surf park developer and investor. AW Holdings holds the exclusive rights to the market-leading Wavegarden ‘Cove’ surf park technology for Australia (excluding Melbourne and Sydney metro areas), New Zealand, Singapore and Fiji, and is Wavegarden’s largest partner globally.
- (3) AW Holdings has an interest in NoR 1 that is greater than the interest of the general public. In November 2023 AW submitted a resource consent application under the *COVID-19 Recovery (Fast-track Consenting) Act 2020* (“FTCA”) to the Environmental Protection Authority (“EPA”) to utilise the property at 1350 Dairy Flat Highway, Dairy Flat (“the Site”) for the construction and operation of a surf park, data centre, solar farm and associated works. The application is directly affected by NoR 1 as it is related to land within the extent of the Site. –NoR 1 therefore has the potential to give rise to adverse effects that would directly affect AW Holdings.

SCOPE OF SUBMISSION

- (4) The submission relates to NoR 1 in particular aspects.

- (5) AW Holdings generally support the purpose and intent of NoR 1 as they understand the requirements to provide for a sustainable transport network. However, AW Holdings **opposes** NoR 1 for the reasons below which include but are not limited to:
- (a) The alignment of the designation has a detrimental effect on both the functionality and operation of the future development of the Site including specifically activities proposed within AW Holdings lodged FTCA resource consent application:
 - (i) The location of the stormwater treatment / attenuation device associated with the designation will sanitise the strip of land between the RTC and the site boundary.
 - (ii) The designation will create a physical divide between the eastern and western portions of the site. Wastewater and stormwater servicing has been considered on a site wide basis. The designation will intercept features associated with servicing (i.e stormwater wetlands, wastewater disposal field etc). Servicing difficulties will arise.
 - (iii) It is unclear as to the relationship between the RTC and the collector road detailed within the Dairy Flat Structure Plan and to be partially delivered by AW Holdings. The collector road has not been shown on any of the NoR 1 plans.
 - (iv) The proposed alignment will not meet the required 91m setback from the boundary of the proposed data centre site. A 91m setback will achieve the separation distance required to mitigate potential risks to the data centre operator associated with noise and vibration from vehicle movements, pollutants, vehicle accidents, fires and explosions associated with dangerous goods and electromagnetic interference.
 - (v) It is recognised that an extended designation boundary is required to accommodate the RTC and associated works, such as cut/fill batters, proposed wetlands and site compound and construction areas. However, in some locations, the proposed designation boundary appears to unnecessarily extend beyond the area identified in the NoR 1 documentation as required for road upgrades, as a consequence of such a wide designation boundary, there is the unnecessary exercise and cost of acquiring additional land take. This will also unduly restrict the future development potential of a significant portion of land in this part of Dairy Flat as Section 176 of the RMA would apply, which prevents any person from subdividing or changing the character, intensity, scale or use of designated land without the written consent of the requiring authority.
 - (b) NoR 1 will designate, and essentially sterilise, a significant number of properties zoned for future development in North Auckland, for a roading project that is fanciful.
 - (c) There is no clear justification or funding allocated for this significant project, and therefore it is considered fanciful and does not represent the sustainable management of a natural and physical resource. The proposed route extends the RTC significantly west of the existing busway, and will sterilise land that would otherwise be subject to integrated future urbanisation, with no justification.
- (6) AW Holdings is generally supportive of the proposed designation conditions requiring the preparation of management plans to identify and manage adverse effects during construction. Notwithstanding, there are some issues that have been identified which AW Holdings would like to work with the SGA on to resolve prior to preparing evidence for a hearing. These largely involved the level of consultation and certainty of outcomes from that consultation so that AW Holdings can have assurance the decisions being made will have appropriate outcomes for the transport network and proposed Surf Park and Data Centre activities on the site.

- (7) Further detail to the particular aspects of the submission is contained within the Transportation Technical Note included as **Attachment 1** and the Infrastructure Technical Note included as **Attachment 2**.

RELIEF SOUGHT

- (8) AW Holdings seek the following relief on NoR 1:
- (a) That the extent of the designation boundary of NoR 1 in relation to the Site be reviewed and realigned;
 - (b) That the relationship with the east – west collector road identified within the Dairy Flat Structure Plan and to be partially delivered by AW Holdings is reviewed and addressed;
 - (c) If approved, that the lapse date is reviewed and reduced to be consistent with section 184(1) of the RMA. The lapse date should be 5 years after the date on which the NoR is included in the district plan unless it is given effect to, substantial progress or effort has been made to give effect to, or a different period is specified when incorporated into the plan. Pursuant to section 184(1)(c) of the RMA, Waka Kotahi proposes an extended lapse period of 30 years for implementation of the proposed designation, however, this lapse period is excessive and needs to be reduced.
 - (d) If approved, that the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries).
 - (e) AW Holdings is generally supportive of the proposed conditions requiring the preparation of management plans to identify and manage adverse effects during construction. Notwithstanding, there are some issues that have been identified which AW Holdings would like to work with the SGA on to resolve prior to preparing evidence for a hearing. These largely involved the level of consultation and certainty of outcomes from that consultation so that AW Holdings can have assurance the decisions being made will have appropriate outcomes for the transport network and proposed Surf Park and Data Centre activities on the site.
 - (f) Appropriate consultation is undertaken during the preparation of the following management plans as referenced in the proposed NoR 1 conditions:
 - (i) Construction Environmental Management Plan
 - (ii) Stakeholder and Communication and Engagement Management Plan
 - (iii) Construction Traffic Management Plan
 - (iv) Construction Noise and Vibration Management Plan
 - (v) Network Utilities Management Plan
 - (vi) Network Integration Management Plan
 - (g) Any required services relocation shall be undertaken at the required authority's expense and shall only be undertaken with the approval of the utility operator.

Address for Service:

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Copied to:

AW Holdings 2021 Limited Partnership
c/- George Dougherty
Email: gdougherty@rcp.co.nz

PROJECT AUCKLAND SURF PARK, DAIRY FLAT
SUBJECT NOTICE OF REQUIREMENT (NOR) FEEDBACK
TO EVITA KEY (BARKER)
FROM ELISA TAYLER
REVIEWED BY TERRY CHURCH
DATE 14 DECEMBER 2023

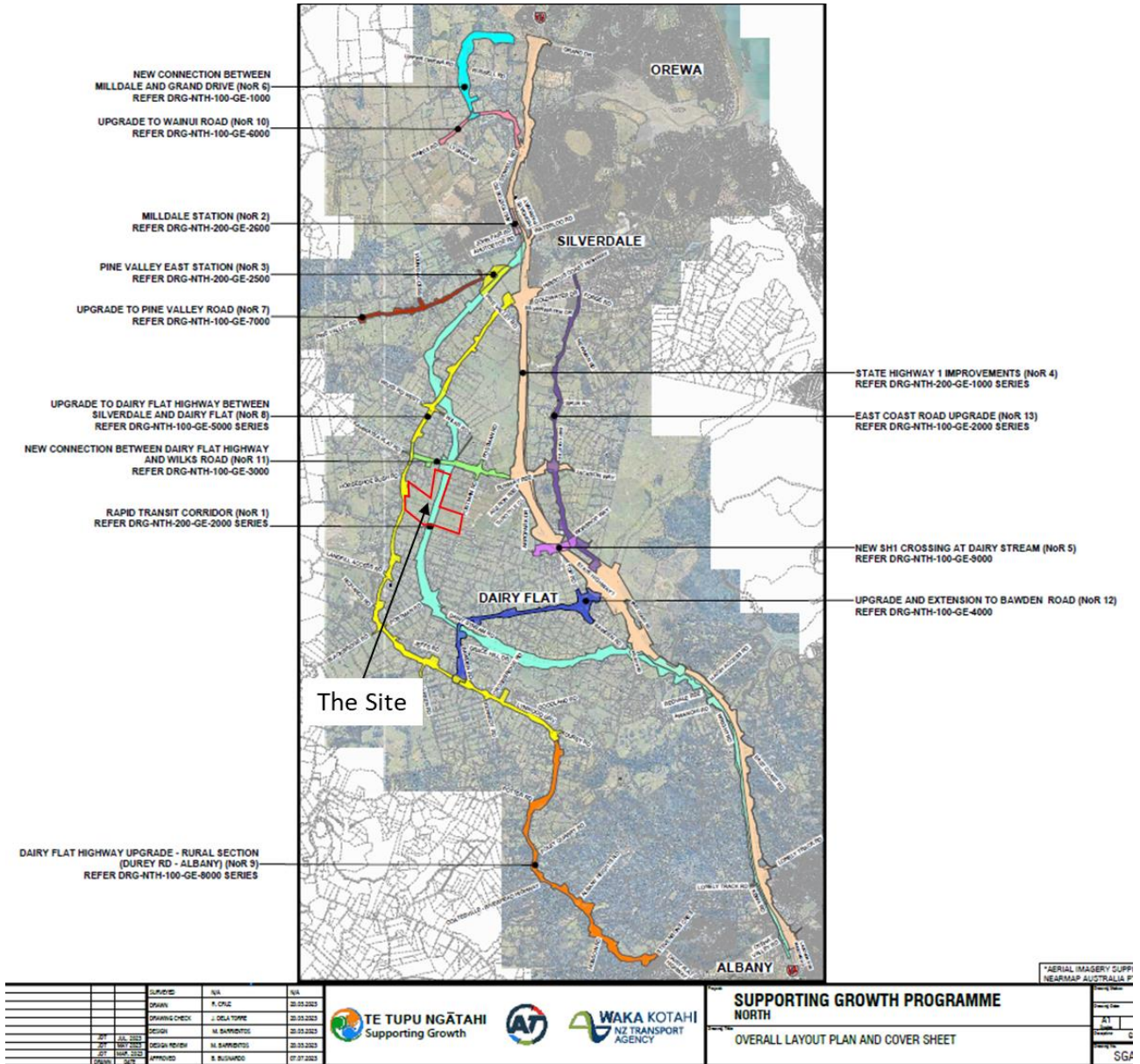
This technical note provides high level feedback on the Notices of Requirement (NOR) that seek two new designations across the Auckland Surf Park site. One designation is sought by Waka Kotahi for a Rapid Transit Corridor (RTC – NOR1), with the other being sought by Auckland Transport (AT) for road widening on Dairy Flat Highway (NOR8). Both NORs were lodged by Te Tupu Ngātahi Supporting Growth Alliance (SGA) on 20 October 2023 which included a package of 13 NORs for the North Auckland area.

Both NOR1 and NOR8 will affect the development of the Auckland Surf Park site, that is currently lodged for a fast-track consent application under the COVID-19 Recovery (Fast-track Consent) Act 2020 by A W Holdings 2021 Limited (the Applicant). The Applicant’s site is the amalgamated addresses of 1350 Dairy Flat Highway and adjacent lots, bounded by Dairy Flat Highway to the west and Postman Road to the east. The Site location is shown in Figure 1, overlaid on the NOR General Arrangement Plan that was lodged by SGA, for context.

Material to the Site are

- ◆ **NOR1**, an RTC between Albany and Milldale, shown in cyan in Figure 1 which bisects north-south through the centre of the Site, and
- ◆ **NOR8**, widening of Dairy Flat Highway, shown in yellow in Figure 1, along the Site’s western boundary.

Figure 1: Site location (approximate boundary in red) and lodged NOR



We have received a .DWG format of both NOR layouts from SGA under a Non-Disclosure Agreement and have overlaid this on the Site’s plans that were lodged for Fast-Track Consent. This is appended to this technical note.

Each of the NOR affecting the Site are discussed below along with our recommendations to take into consideration for the submission.

1 RAPID TRANSIT CORRIDOR (NOR1)

1.1 What's proposed

From the lodged documentation, we understand the following is planned for the RTC and is proposed by NOR1¹

- ◆ A two-way busway linking Albany to Milldale from the existing Northern Busway
 - ◆ Designed for buses but the footprint is also future-proofed for light rail
 - ◆ 20 m cross-section with a segregated footpath and bi-directional cycleway running alongside the bus lanes
 - ◆ 80 km/hr operating speed
 - ◆ Grade separated crossings at intersections, either going under or over local and arterial roads
- The Assessment of Alternatives report (Section 6.3 'Corridor form and function' in the report by SGA) has discussed a rail-only and bus-only cross section and have chosen the bus-only cross section since it requires a wider corridor. It notes that the proposed cross section *"does not preclude a slower speed at-grade arrangement should this be preferred in the future."*
- ◆ In future proofing the corridor for light rail, the grade has been designed to be less than 3% around future stations². No stations are indicated within the Site, the nearest one being about 1.3 km south of the Site, north of the intersection of Postman Road/Blackbridge Road
 - ◆ Proposed NOR lapse period of 30 years.

Within the designation footprint, construction zones are also proposed on both sides of the corridor. From the Construction Area Requirements (Appendix C of the lodged AEE), we understand the following are the key requirements

- ◆ Setback area for batter slopes is 6 m in rural areas
- ◆ For bridges (of which one is proposed on the Site over the tributary of Rangitopuni Stream) it is 20 m abutment on either side, 40 m behind each abutment ends, 20 m for piers on either side of the bridge and a deck for cranes
- ◆ For retaining walls, the clearance area is 1-15 m depending on the height of the wall
- ◆ Stormwater treatments, including ponds, require 6 m around it for access and environmental controls. One is proposed within the Site, bordering the proposed solar farm and lodges.

1.2 How NOR1 affects the Site

A plan showing the Rapid Transit Corridor (NOR1) in context with the Site's proposed development is shown in Figure 2. The proposed designation boundaries are shown by the pink dashed lines. A plan showing the whole Site as well as NOR8 is appended to this technical note.

¹ Transport Assessment Report, Section 6.1

² Assessment of Alternatives Report, Part 1, Section 6.15.1

The designation boundary varies in width and shape on the western side but is hard up against the Site's eastern boundary (between the surf park and the data centre). The actual RTC corridor looks to sit closer to the west rather than being at the centre of the designation boundary.

Figure 2: NOR1 boundary in pink overlaid on Site plan of proposed surf park and data centre



The lodged documents note the following with regard to the Site specifically

- ◆ In Section 6.2.3 'Property Access' of the lodged Assessment of Transport Effects by SGA, it specifies that the Site (rear section of 1350 Dairy Flat Highway) can be provided a new access road within the designation to connect this part of the property to Dairy Flat Highway.

- We are not clear where specifically this new access road could be or how the designation conditions or Outline Plan captures the new access road, but as part of the Site's redevelopment, a road is proposed running east-west of the Site on the very southern boundary, along the indicative Collector Road alignment within the Structure Plan. We expect the NOR1 will need to give consideration to this especially given the difference in timing between the Site's redevelopment and the NOR1 lapse period.
- ◆ The Assessment of Alternatives (Appendix A of the lodged AEE) Section 6.15.2 includes discussion on the corridor alignment specific to the Site and has considered the option of relocating the corridor some 20 m to the east. They concluded that relocating it is not preferred for reasons being the number of properties it affects and stormwater/environmental effects. However it notes that there is flexibility within the proposed designation for minor adjustments to the RTC itself. We recommend that the design team consider flipping the location of the stormwater treatment devices (to be on the western side of the RTC) in order to push the corridor east, providing more space for development. In saying this, we also note the offset required for the data centre being 91 m. This will need to be carefully considered.

The following is a discussion of how NOR1 is likely to affect the Site, from a transport perspective. We provide clips of the Site's proposed layout overlaid on the proposed NOR1 boundaries for reference and will speak of each section in order of north to south.

It is worth noting that NOR11 has also been lodged at the same time which proposes an east-west road linking Dairy Flat Highway and Wilks Road, about 150 m north of the Site. While it does not affect the Site directly, at this stage the RTC is planned to cross this new road by going underneath it (Wilks Road going above the RTC via a new bridge). This poses a constraint as to the shifting of the RTC alignment within the Site, since the proposed bridge over Wilks Road has to be considered when looking at the heights and alignment through the Site.

How the Site and proposed redevelopment is affected

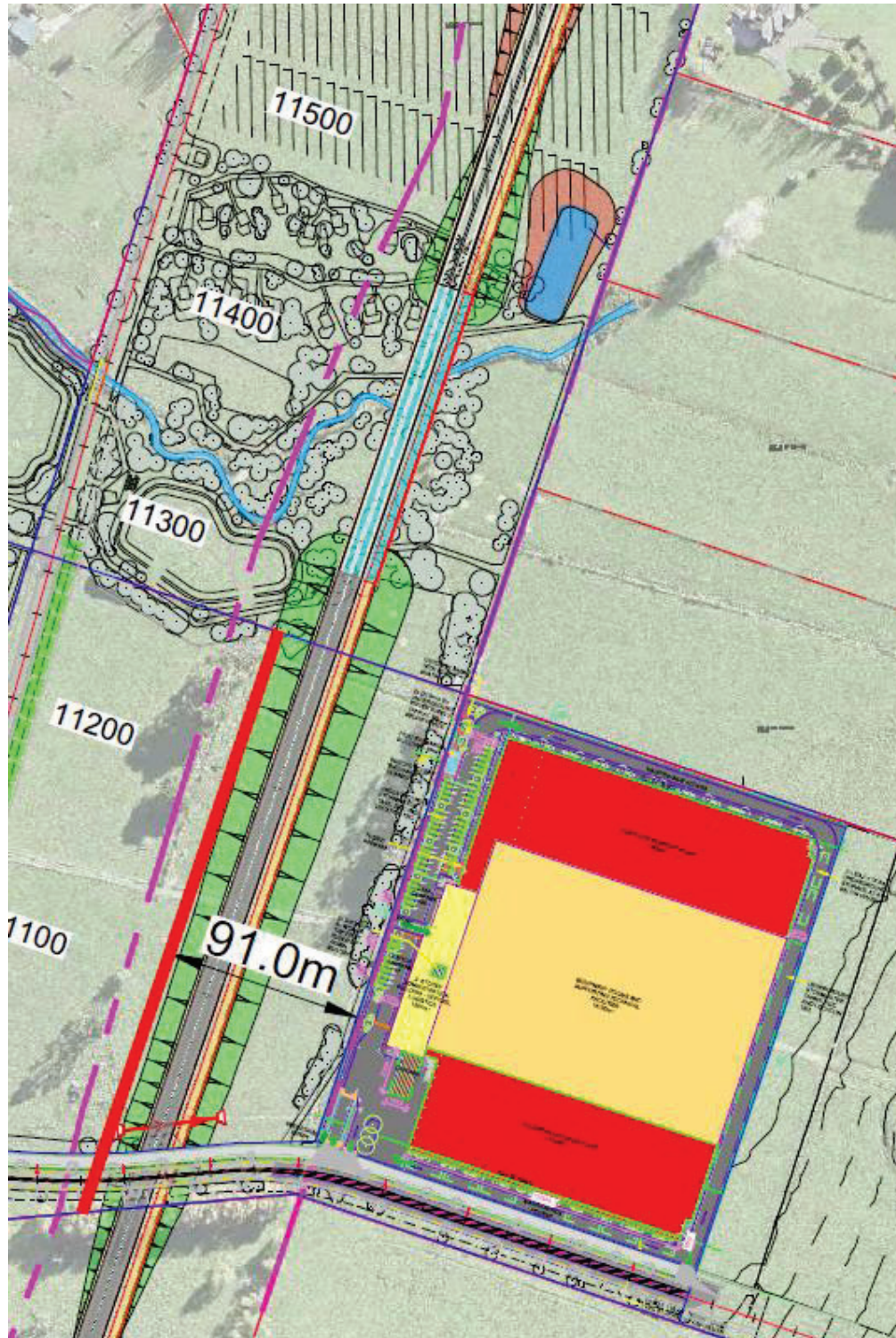
- ◆ The northern part of the Site, where a solar farm is proposed, is expected to be 'flexible' in terms of responding to the NOR since the solar panels are not permanent structures. No significant risk from our point of view within this section, use of this land will be subject to approvals being sought by Waka Kotahi
- ◆ Just south of the solar farm is a "stormwater treatment/attenuation device" according to the lodged RTC plan, shown in blue. Consideration to this device will need to be given if the RTC alignment is shifted. More efficient use of land may occur if the treatment device is located to the western side of the corridor
- ◆ There are some lodges indicated on the Site plan which overlaps the designation boundaries. These will need to be relocated to keep clear of the designation, as permanent structures will not be permitted within the designation.

Figure 3: NOR1 RTC footprint across the northern part of the Site



- ◆ Around chainage 11300 to 11450 as labelled in Figure 4 overleaf is a bridge over the tributary to the Rangitopuni stream. We are not able to speak of this structure (leaving that matter for the civil engineers appointed by the Applicant) but we expect that SGA will seek to construct the shortest/most direct crossing with minimal impact to the environment, which may mean a straight alignment across the tributary. On the north and south approaches of the bridge, the NOR1 plan shows an earthworks fill (in green) which will need to be considered if changes to this bridge is sought. This may result in a wider designation footprint, for example if a larger fill area is needed.
- ◆ We've shown a 91 m setback from the data centre site boundary, shown by the red line in Figure 4. The data centre site location standards state that it is "not permissible to be located within 91m of a major highway traffic arteries and main rail lines" as set out in the Telecommunications Industry Association TIA942-B. This requirement is aimed at minimising exposure of the data centre to any harmful contaminants, noise, and vibration during construction and operation, as well as during any incident, fire, or accident during operation of the RTC. As can be seen the RTC falls within this setback requirement (approximately 30 m as measured from the eastern edge of seal).

Figure 4: NOR1 RTC alignment on southern portion of the Site and 91m setback to data centre boundary



- ◆ The designation corridor is assumed to tie in with existing levels, as such the corridor includes cut and fill earthworks which are quite generous. However, as the Site is to be redeveloped, there may be an opportunity to narrow the designation corridor once proposed levels are known (we understand the civil engineers appointed by the Applicant will speak to this). Should ground levels be developed to assist the designation corridor considerably, a roll back of the designation may

be possible through the Enabling Works as allowed for through designation conditions. Flow is actively assisting on similar conditions through other NORs.

- ◆ In Figure 4 above, at chainage 11000, the east-west Collector Road that the Applicant is proposing to deliver as part of the Site's redevelopment is shown overlapping the proposed RTC corridor at ground level. **This is a significant risk.** At all crossing points along the 16 km route, the RTC has been assumed to cross over or under roads but it has not shown the new Collector Road which was part of the Structure Plan. We have assumed that the east-west collector road to be at-grade, noting that at the time of the Fast-Track Consenting design, little information on the design principles of the RTC were known, other than a plan being provided. The low gradients used for the RTC mean that any increase and decrease in levels results in a long transition.
- ◆ Throughout our liaison with SGA, they have acknowledged that NOR1 will have a lapse period of 30 years which is far longer than the expected redevelopment of the Site and therefore the delivery of the proposed east-west collector road. We have designed the proposed road to be at-grade and therefore assumed that the RTC will either go above or under the road. Given the presence of water to the north and the gradients being used, the logical response will be for the RTC to cross *over* the east-west collector road. The effect of this is that the fill batter may be larger and the construction zone may extend further than the currently proposed designation boundaries. Since nothing is proposed within the Site some 90 m west and 50 m east of the current fill batters currently, we expect a larger fill batter can be accommodated without significant impact on the Site's redevelopment. The proposed data centre building is about 15 m east of the NOR1 boundary with car parking and a vehicle accessway proposed within this 15 m envelope. If the designation boundary encroaches over this space as a result of larger batters, this may impact on the car parking layout proposed. Use of land that sits within the designation will be subject to the appropriate approvals from Waka Kotahi. Opportunities on how to cross the east-west collector road and what implications this has on the batters and designation extent needs to be assessed.
- ◆ The proposed walking and cycling facility on the RTC presents a future opportunity to link paths proposed adjacent to the Site to the path alongside the RTC. This does not require an immediate provision, but just to note that NOR1 presents positive benefits for active modes in getting to/from the Site for example, for staff to commute and for recreational use.

2 DAIRY FLAT HIGHWAY WALKING AND CYCLING (NOR8)

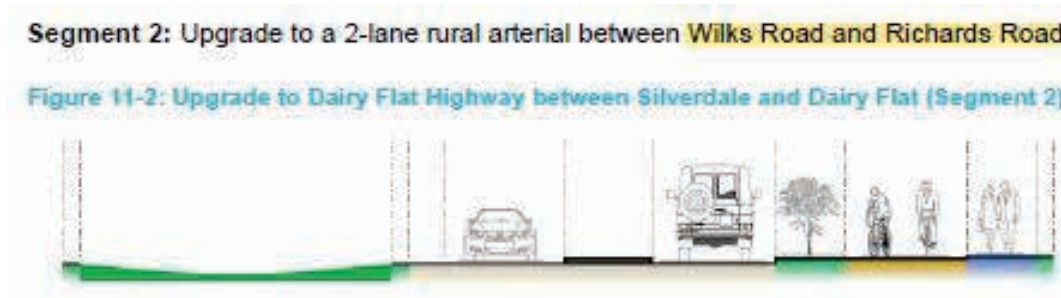
1.3 What's proposed

From the lodged documentation, we understand the following is planned for Dairy Flat Highway and is proposed by NOR8

- ◆ Widening of Dairy Flat Highway to some 29 m (from the current 20 m) to include a 3.5 m bi-directional cycleway and a 2.0 m wide footpath on the eastern side (directly outside the Site frontage). Note the drawing provided to us doesn't indicate the new road reserve boundary, but we have taken this measurement from the back of verge on both sides of the road. The general cross section at the Site frontage is shown in Figure 5 taken from Section 11.1 of the Assessment of Transport Effects report lodged

- ◆ Reduced speed limit from the current 80 km/h to 60 km/h
- ◆ The western side will remain a swale. One traffic lane in each direction is retained with a flush median in between

Figure 5: Proposed cross section on Dairy Flat Highway at the Site frontage (the Site to the right of the figure)



- ◆ In the year 2048 (the full development scenario), this section of Dairy Flat Highway is anticipated to serve 15,700 vehicles per day and 1,570 vehicles per hour
- ◆ A lapse period of 20 years is proposed.

1.4 How NOR8 affects the Site

A plan showing NOR8 in context with the Site's proposed development is shown in Figure 6, the proposed designation boundaries are shown by the pink dashed lines. A plan showing the whole Site as well as NOR1 is appended to this technical note.

Figure 6: NOR8 boundary in pink on Dairy Flat Highway, overlaid on Site plan of proposed surf park



To better understand the extent of widening, the existing boundary is shown in yellow in Figure 7, where the proposed new road reserve boundary (operational designation) can be assumed to be alongside the cut and fill batters, as shown by the orange dashed line. In some places, the widening is up to 8 m beyond the current boundary, encroaching into the Site, and the designation boundary is a further 12 m beyond that.

Figure 7: Proposed and existing boundaries affected by NOR8



The following is a discussion of how NOR8 is likely to affect the Site, from a transport perspective. We provide clips of the Site's proposed layout overlaid on the proposed NOR8 plan for reference and will speak of each section in order of north to south.

- ◆ At the proposed lodge and club car park, a row of car park is within the designation boundary, affecting about 25 car parking spaces as shown in Figure 8. The use of this portion of land for car parking will be subject to RMA approvals from Auckland Transport. A fill batter is likely to affect some of the parking spaces, as shown by the green areas. It is possible to reduce the amount of earthworks required through the Enabling Works process, by increasing the levels of the Site alongside the boundary and therefore have the upgrade works tie in with aligned levels (the Applicant's civil engineers may speak to this). This can be worked through with Auckland Transport prior to undertaking Enabling Works, with an opportunity to then reassess the extent of the designation along the frontage through designation conditions. However there is a still the possibility for the parking spaces along the frontage to be used for construction zone requirements temporarily. This may render some of the car parking spaces beyond the designation boundary to be unusable, if the construction area takes up the manoeuvring aisle that's required to access these spaces. A designation condition that ensures parking and manoeuvring areas can continue to operate will need to be checked. Similar impacts have been raised on other NORs with conditions being amended accordingly.

Figure 8: NOR8 across the proposed lodge and club car park



- ◆ Figure 9 shows the portion of the Site between the proposed intersection and the lodge/club car park area. As can be seen, the designation boundary (in pink) overlaps some cabins and the existing dwelling on the Site. Within the proposed new road boundary, only landscaping is

proposed and it doesn't appear that any structures are proposed where the new walking and cycling path will be constructed.

- Since the proposed lodges are permanent structures, these will not be able to be construction for as long as the designation is in place.
- As noted previously, there is opportunity to review the fill batters and levels, to reduce the overall footprint as part of the Enabling Works, with the designation then being rolled back to account for the alignment of finished levels.

Figure 9: NOR8 southern portion across the Site



Figure 10 shows the proposed NOR8 alignment across where the intersection is proposed as part of the Site's redevelopment.

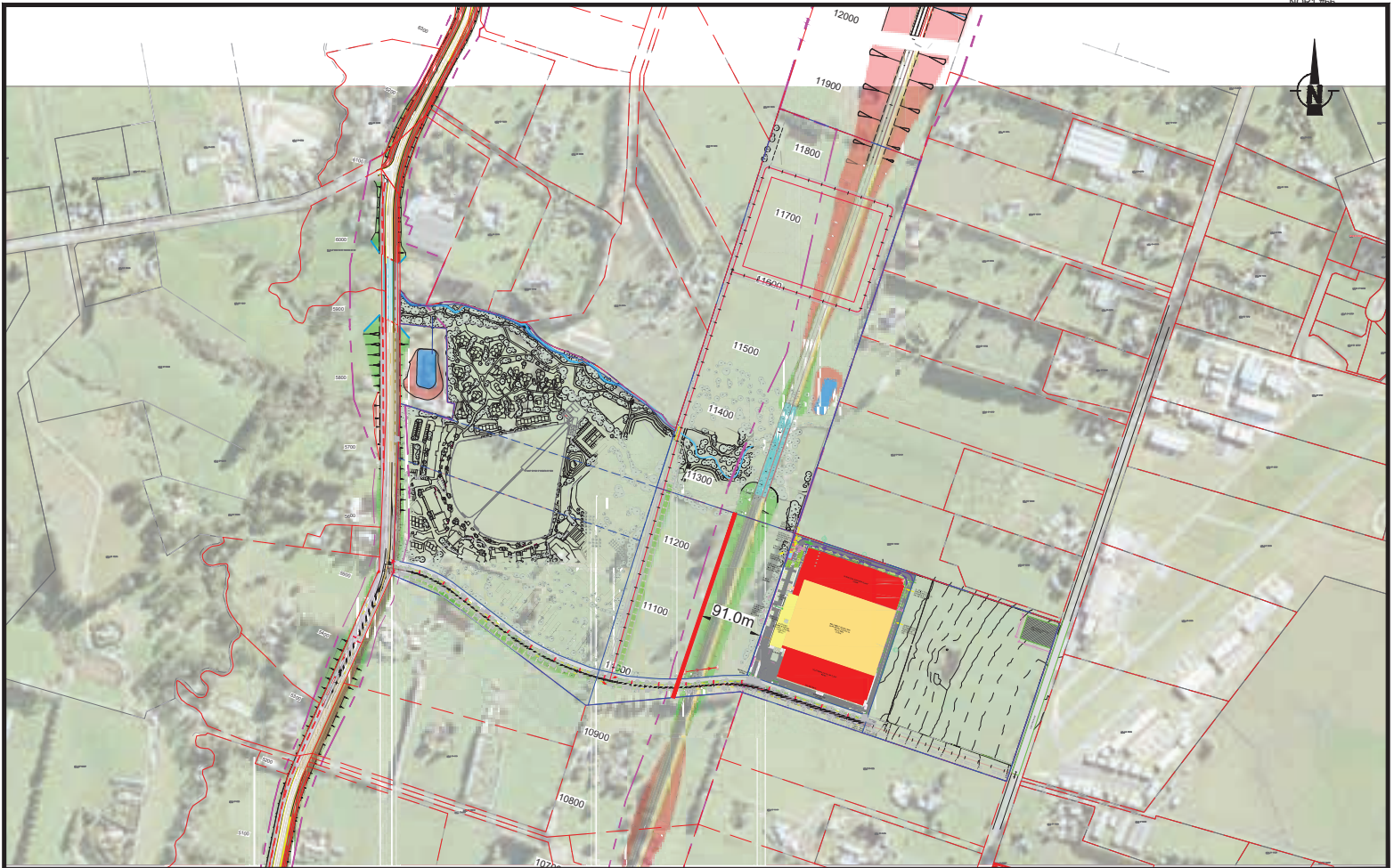
- ◆ The intersection is proposed to have a right-turn bay, new bus stop pair, refuge crossing between the bus stops and connecting footpaths on Dairy Flat Highway eastern side to the footpaths on the new road. A left-turn deceleration lane is also proposed. The operating speed on Dairy Flat Highway used to design this intersection is 80 km/h, which is the current operating speed and posted speed limit.
- ◆ The NOR8 has not taken into account a new road and intersection at this location and will reduce the posted speed limit to 60 km/h.
- ◆ In Figure 10, there is a yellow hatch in the centre of the road. This is the proposed flush median which can be seen to be slightly offset to the east from where we're proposing a flush median.
 - The centreline of this road is proposed to be realigned to be slightly east of the current centreline.
 - This means that the footprint of the proposed intersection will likely take up more of the land on the eastern side to accommodate the left-turn deceleration lane.
 - A redesign/ realignment of the intersection will be needed once the designation boundaries are confirmed to work in the intersection with its left-turn deceleration lane, the new walking and cycling path across the full Site's frontage and the lower speed limit. At this stage we can't confirm if it will affect the Site's boundaries, but we note that the new road boundary will be 29 m wide and the speed will be lowered to 60 km/h which will require shorter lane taper lengths, potentially reducing the need for extra widening.
- ◆ A footpath is proposed as part of the Site's redevelopment from the new road to the proposed bus stops. This will be replaced with the new walking and cycling path proposed by NOR8. We don't consider putting the new footpath in now to be redundant work though, since it is needed as part of the bus stops that are being proposed.
- ◆ In general, the designation sought for Dairy Flat Highway is generous and will be able to comfortably allow for an intersection with the east-west collector road. The offset considered to allow for future road widening (~5 m) measured from the existing road boundary looks to be sufficient for the "operational designation" once works are completed but does not account for the batters and construction areas sought. These can be reduced however through Enabling Works and potential designation roll back.

Figure 10: NOR8 across the Site's proposed intersection



Enclosed: PDF plan of NOR 1 and 8 Site Overlay

Reference: P:\RCXX\008 Dairy Flat Surf Park Development\4.0 Reporting\NOR documents\TN1B231207 NoR tech note.docx - Elisa Tayler



REV	AMENDMENT	DATE OF ISSUE
A	First Issue	15/11/2023
B	Amended 5m offset	8/12/2023

DESIGN	DRAWN	ET
CHECKED:	DATE:	8/12/2023
SCALE: 0 200m		
1:5000 @ A3		

CLIENT:	A W Holdings
PROJECT:	Auckland Surf Park Dairy Flat
LOCATION:	1350 Dairy Flat Hwy
FOR DISCUSSION	

SHEET TITLE:	NOR 1 and 8 Site Overlay
DRAWING NUMBER:	RCXX008-NOR overl

SHEET:	01 of 01
REV:	A

flow
 TRANSPORTATION SPECIALISTS
 Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby
 p 09 970 3820 | f 09 970 3890 | w www.flow.co.nz | Page 22 of 25

Technical Memo

To:	Evita Key (Barker)		
From:	Richard Regan – McKenzie & Co		
Cc:	George Dougherty – RCP		
Date:	Wednesday, 13 December 2023		
Subject	Auckland Surf Park – Notice of Requirement (NOR 1 & NOR 8) Review	Ref:	2

1. Scope

The scope of this Technical Memo is to provide civil engineering feedback on potential engineering challenges for the Surf Park development introduced by the NZTA Rapid Transit Corridor (RTC – NOR1); and the Auckland Transport (AT) road widening on Dairy Flat Highway (NOR8).

This Technical Memo is intended to supplement feedback provided by Flow Technical Note “Auckland Surf Park, Dairy Flat – Notice Of Requirement (Nor) Feedback “Dated 27 November 2023.

The assessment will be separated into infrastructure elements for clarity,

2. Wastewater

The Rapid Transit Corridor (RTC) traverses north-south through the proposed wastewater disposal fields. This is considered a critical risk to the surf park development based on the area required to adequately dispose of the wastewater. The disposal field is intended to be utilised until wastewater catchment is serviced by a public water system. Timeline for public wastewater servicing has not been provided by Watercare at this stage.

The RTC will create a physical barrier between the Data Centre (DC) and surf park pump station and disposal field. If public wastewater is not provided to the site in the future, or there is no connection from the East (which would need a pump station), the DC could be cut off from the pump station and disposal field provided by the surf park. A new disposal field on the eastern side of the RTC, or within the DC site, would need to be provided. There is currently no land set aside with the DC for a wastewater disposal field.

3. Stormwater

The RTC, including area within the designation boundary will remove a significant amount of space available for the wetland which is intended to service the data centre and adjacent property. Although the wetland may be able to be reconfigured to allow for the RTC

designation area; the physical barrier created by the RTC embankment may cause issues when creating drainage links from properties to wetland. There will also be further issues with the current design option of an open channel located along the eastern boundary of the RTC designation area.

The RTC embankment west of the DC will create a restriction point on (post development) overland flow traveling down the stream and have an impact on the flow path footprint and flooding depths adjacent to the DC.

4. Water Supply

Future water supply (from Orewa II Ring Main). The RTC would create a physical barrier induce significant additional costs/complications (requiring trenchless methodology) to service the areas cut off by the RTC.

5. Access/Roading

The proposed RTC vertical alignment located near (or at) existing ground levels where is crosses the collector road is considered a significant risk based on the current at grade crossing point designed as part of the current proposal.

In consideration of Flow's discussion points on the bridge over the Rangitopuni Stream. It is considered the issues are raised on the current height and extent of bridging required to span a relatively small stream. Creating potentially large embankments and bridge structures cutting off the amenities from the surf park an blighting the eco-cabin area.

Another point for consideration raised in Flow's Technical Note is the embankment height - Chainage 11000-Ch 11300. At an estimated embankment height of approximately 4.0 m, the batters and associated designation area have a significant footprint. It is understood at the time of TRC Concept design, the Surf Park's proposed finished surface levels were not known, and existing levels were used. Using the proposed levels, there may potentially be a 1.0 m meter reduction in embankment height.

6. General Items

Data Centre Location Requirements – Air Quality

The Data Centre site location standards state that it is “not permissible to be located within 91m of a major highway traffic arteries and main rail lines” as set out in TIA942-B. This requirement is aimed at minimising exposure of the Data Centre to any harmful contaminants, noise, and vibration during construction and operation, as well as during any incident, fire, or accident during operation of the RTC.

The Data Centre uses outdoor air as part of its free cooling system and the Indoor Air Quality must comply, at minimum, with ISO14644-1 Class 8 atmosphere. This outdoor air must therefore be free of any harmful or corrosive contaminants. The NOR document is silent with air quality implications. If the external air quality is poor due to the RTC, additional filtration would be required, and these would need to be replaced more regularly (especially during construction). This is a standard Data Centre requirement.

It is noted that the minimum air quality requirements for the Data Centre would need to be in accordance with AUP E14 (in construction phase and in operation). External Airborne Corrosivity shall be in accordance with ANSI/ISA-71.04-2013 (less than Level G2). These requirements will need to be included in the RTC Resource Consent Conditions – construction phase and operation. (shall be referenced in the Construction Environmental Management Plan).

Noise and Vibration limits would need to be included in the RTC Resource Consent Conditions for construction phase and operation to minimise any adverse effect on the Data Centre and the sensitive electronic equipment housed within the facility.

Services – Power, Communication

The Surf Park and Data Centre shall be consulted during preparation of the RTN Resource Consent Conditions process - for security of service supply. The Construction Environmental Management Plan (CEMP) will need to form part of the conditions of the NOR. It is noted the RTN installation would affect the power reticulation from the Solar Farm Switching station and 2 major fibre routes to the Data Centre.

The Heat Exchange pipe system between Data Centre and Surf Park would also be affected by the RTN installation.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1243] Notice of Requirement online submission - Philip Andrew Stevens
Date: Thursday, 14 December 2023 6:15:43 pm
Attachments: [NOR 1 Draft 2.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Philip Andrew Stevens

Organisation name:

Full name of your agent: Philip Andrew Stevens

Email address: philmar@outlook.co.nz

Contact phone number: +64279357000

Postal address:
philmar@outlook.co.nz
Auckland
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
Obviously this is a major imposition on a freeholder's rights. We are aggressively objecting to the principles of what they are trying to do: a) Secure rights under the Resource Management Act to use or acquire your land b) Not have to commit to anything further right now c) Register a designation on your land d) Pay nothing e) Let you know in 30 years if they need it or not f) Pay you later, maybe.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
There is no clear plan which still includes light rail. Individual owners should not be expected to carry the burden of cost or loss of rights in the interim. If this is to proceed, pay me now not to have me adversely affected as a land banker for the project. There is no return for this land banking which is an injustice.

I or we seek the following recommendation or decision from Auckland Council:
Remove the Future Urban status from our properties and leave the area as originally rezoned to Country lifestyle living. Failing this, take the land but purchase immediately and not in 30 years approximately.

Submission date: 14 December 2023

Supporting documents
NOR 1 Draft 2.pdf

Attend a hearing

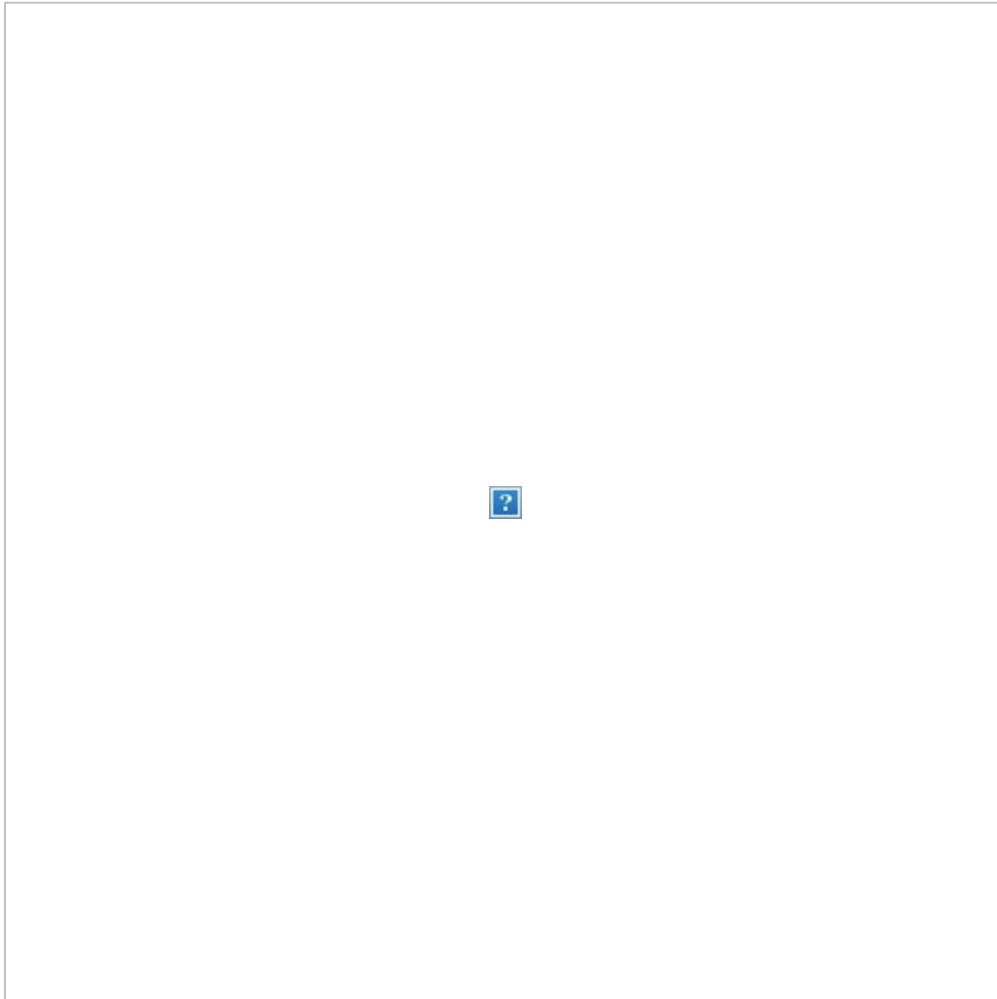
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

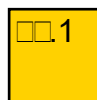
- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be **heard/not heard at the Hearing.**

As a long term resident of the area, **we are/are** not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.



This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.



This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

3

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.



Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other

options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

- 13 The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
- 14 The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

- 15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16 In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME’s study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU’s then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

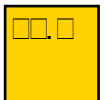
Requested Outcomes

- A. **Immediate withdrawal of existing NoR #1**
- B. **Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. **Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.**
- D. **Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.**
- E. **Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.**

“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. **Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**
- G. **The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.**
- H. **A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.**
- I. **The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.**



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1258] Notice of Requirement online submission - Helen Burt
Date: Thursday, 14 December 2023 9:16:07 pm
Attachments: [Goodland Country Estate - Submission - NoR 1.pdf](#)
[Goodland Country Estate Submission - Member register.pdf](#)
[Goodland Country Estate Submission - Background and Scope.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Helen Burt

Organisation name: Goodland Country Estate Trustee Company Limited

Full name of your agent: Helen Burt - Chairperson, Goodland Country Estate

Email address: helen@burt.co.nz

Contact phone number: 021864650

Postal address:
48 Goodland Drive
RD 2
Albany
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:

The submission has been prepared after consultation and discussion with the 63 residents that have properties in Goodland Country Estate. Providing one submission on everyone's behalf has been discussed with both Supporting Growth and Auckland Council teams as an effective way of providing the feedback, rather than 63 separate submissions. IMPORTANT NOTE: The submitted document titled Goodland Country Estate Trustee Company Limited - Members Register provides the Lot nos, street address and legal owners of these 63 properties. Personal contact details have not been provided due to privacy requirements.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Refer attached document - Goodland Country Estate - Submission - NoR 1

I or we seek the following recommendation or decision from Auckland Council:

Refer attached document - Goodland Country Estate - Submission - NoR 1

Submission date: 14 December 2023

Supporting documents

Goodland Country Estate - Submission - NoR 1.pdf

Goodland Country Estate Submission - Member register.pdf

Goodland Country Estate Submission - Background and Scope.pdf

Attend a hearing

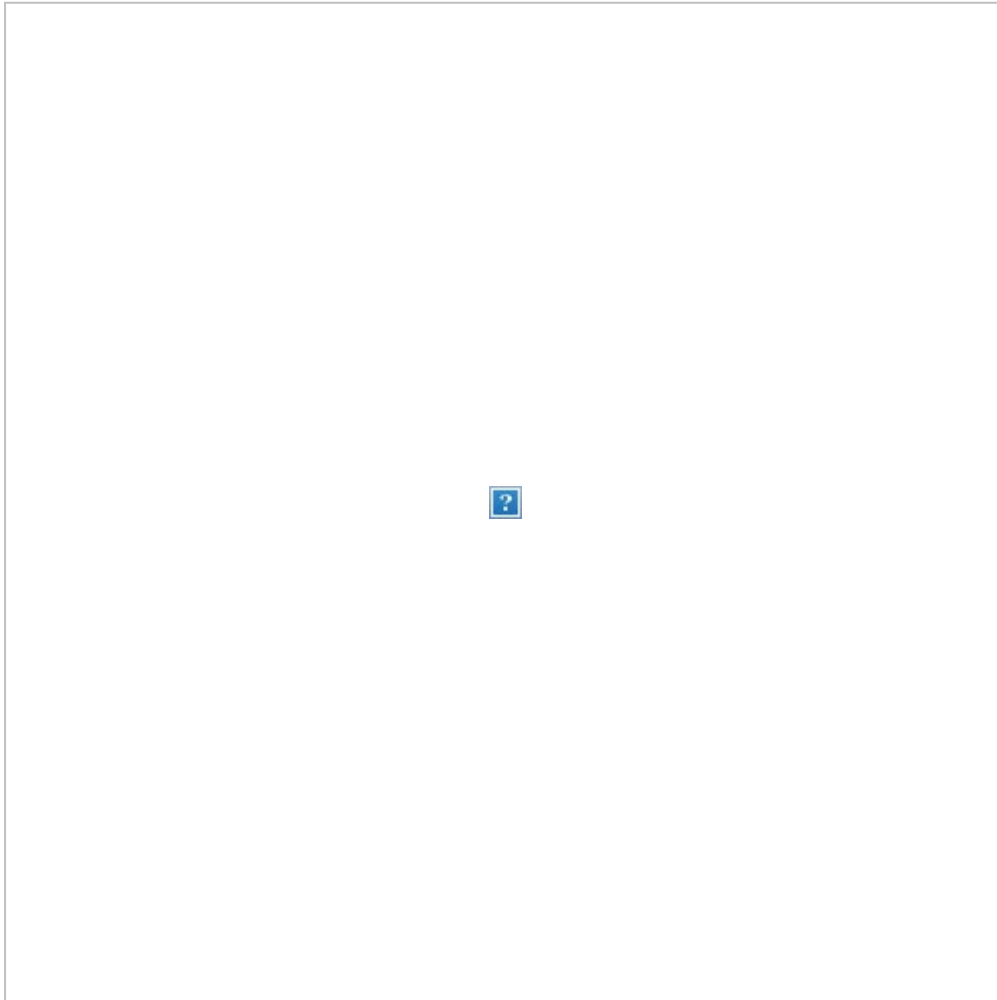
Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:








- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision. 
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area. 
- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed. 
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor. 
- As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence. 
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”. 
- The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust. 

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

**Goodland Country Estate Trustee Company Limited
Members Register**

Lot No.	Street Address/Location	Legal owners
Lot 1000	c/o 25 Goodland Drive, Dairy Flat, RD2, Albany, Auckland 0792, New Zealand	Goodland Country Estate Trustee Company Limited
Lot 01	2 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Capstick & Dallow (Carlana Trust)
Lot 02	9 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Jerry & Maggie Li
Lot 03	6 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Zhi Bao Ni
Lot 04	16 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Tia Lynne Rhodes and Bryan James Rhodes
Lot 05	22 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	XiuLi Guan
Lot 06	24 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	William & Fei
Lot 07	26 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Shane HELMS & GI Finlay Trustees Ltd (Zafron Trust)
Lot 08	28 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Graham Ronald Wilkinson and Bethany Jane Wilkinson
Lot 09	25 Lynwood Grove, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	GuoXin XU & Jiji CHEN
Lot 10	11 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Pak Cheong WONG and Lai Peng MA
Lot 11	23 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Barrie & Jessie Millar
Lot 12	33 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	James Critchley, Imogen Sullivan, Jeremy Patston
Lot 13	37 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Ikuko Boot, Antony Raymond Boot and Brendan John Robinson (Boot Family Trust)
Lot 14	39 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Wesley James and Paula Joanne Morrison-Reid and DHT(2017) 5 Ltd
Lot 15	40 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Wei Cui and Xun William XU
Lot 16	38 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Li MING
Lot 17	36 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Minjie Ye & Yan Mei
Lot 18	34 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Lucky William Souproanuck and Sharon Lee Souproanuck
Lot 19	20 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Chonglin Chu
Lot 20	18 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Gary Stephen Bigwood, April Janine Bigwood and MBT Limited as trustees of the Bigwood Lifestyle Trust

Lot 21	12 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Allan & Nina BATES
Lot 22	10 Whiteways Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Ying HU
Lot 23	24 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Haobing Qiao and Meilin Zhao George CHOW (Qiao)
Lot 24	6 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Bing Gao
Lot 25	16 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Scott Vincent Wyatt and Melissa Gail Wyatt
Lot 26	18 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Natalie Juventin
Lot 27	24 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Roger Su and Zhihao Cui
Lot 28	22 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Richard Mark Osborne, Claudine Fredrika Osborne and Ross Kennerly Trustee Limited (Monterey Family Trust)
Lot 29	20 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	W Pearson Trustee Ltd and DHT (2015) 5 Ltd of the Warren Pearson Family Trust
Lot 30	26 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Roosenbrand Trustee Ltd
Lot 31	32 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Bridget Fallwell
Lot 32	45 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Andrew Lambton Burn, Sandra Jill Burn and Terence Bartlett as trustees of the Andrew & Sandra Family Trust
Lot 33	43 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Zeng Hu (Tiger) & Tao Hong Man
Lot 34	35 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Peter Warren Manase and Angela Maree Manase
Lot 35	33 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Nadra Hotaki, Fawad Ahadi and Farhad Ahadi
Lot 36	29 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Karl & Lisa Burgisser
Lot 37	19 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Boma Trustees Limited
Lot 38	9 Langford Place, Dairy Flat, RD2 Albany, Auckland, 0792, New Zealand	Christopher Eric Dunn, Kathleen Teresa Dunn and Banco Trustees Ltd (as trustees of CE & KT Dunn Family Trust)
Lot 39	11 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Guanlin LAI
Lot 40	5 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Jessica Marie Wong & Andrew James Lott
Lot 41	(Section) 41 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Zheng Wei Liu and Qing Mei Wang
Lot 42	(Section) 43 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Yuanhong ZHANG & GuiLan BA
Lot 43	45 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Stuart Charles Love and Rosemary Elizabeth Love
Lot 44	86 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Dine Yoeh HOO
Lot 45	78 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Sylvia Xia Choi

Lot 46	72 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Hongxiang Pei - half share and Yaohua Lu and Fenghua Tian - half share
Lot 47	133 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Aquamarina Trust - Jo Paradine
Lot 48	50 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Jin Ping (Jackie) Huang JP Forest Trust
Lot 49	6 Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Chun Hong Xie
Lot 50	12B Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Colleen Dianne Tilson, Stephen Tilson and Tilson Trustees limited (Tilson Family Trust)
Lot 51	12A Kingscliff Rise, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Michael & Jann Butler
Lot 52	62 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Charles & Jane Hollings
Lot 53	48 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Stephen Craig Burt, Helen Alice Burt and Knight Coldicutt Trustees Limited (Matakite Mara Trust)
Lot 54	70 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Anan DONG and Dan LI (as trustees of Li & D Family Trust)
Lot 55	82 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Sergey Yurievich Kislyuk and Stella Pluzhnikova (S & S Kislyuk the Family Trust)
Lot 56	86 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Ronald Cunninghame Steele
Lot 57	85 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Eduard Gonzur and Elena Gonzur
Lot 58	103 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Bernard Cheeming Yap and Lim Ly Yap
Lot 59	(Section) 118 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	ZHEN Tao(Tony) & LIU Yang (Rain)
Lot 60	(Section) 131 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Z Shihui Hou
Lot 61	135 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Andrew Malcolm and Joanna Alexandra Shotter
Lot 62	143 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Barrie & Adele Flett
Lot 63	146 Goodland Drive, Dairy Flat, RD2 Albany, Auckland 0792, New Zealand	Christopher Pugmire and Stephen Pugmire (Christopher Pugmire Family Trust)

Goodland Country Estate Trustee Company Limited

Background and Scope

- Goodland Country Estate is a 100 hectare farm park with 63 high-valued privately owned residential properties spread across the farm.
- Ownership of each property also includes a 1/63 share in Lot 1000 which is approximately 70 hectares of shared land currently leased to a local farmer.
- Property owners also have a 1/63 share in internal roads, farm facilities and recreational facilities.
- The 50 residents (residing in the flat areas) are connected to the privately owned wastewater treatment system. This is located inside the fence line of the estate bordering Dairy Flat Highway. This is subject to NoR 8 and the plant will need to be relocated in another area of the estate and new disposal fields laid.
- A committee is elected by property owners at the Annual General Meeting. Their role is to manage and oversee the operations of the Estate.
- The submission has been prepared after consultation and discussion with the 63 residents that have properties in Goodland Country Estate. Providing one submission on everyone's behalf has been discussed with both Supporting Growth and Auckland Council teams as an effective way of providing the feedback, rather than 63 separate submissions.
- The submitted document titled Goodland Country Estate Trustee Company Limited - Members Register provides the Lot numbers, street address and legal owners of these 63 properties. Personal contact details have not been provided due to privacy requirements.



Auckland Council

Private Bag 92300

Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Attn Mr J Duguid – Manager Plans & Places

Auckland Transport

submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

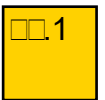
- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Stephen Walker and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as a long time resident and property owner at 54 Jeffs road, Dairy Flat.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be not heard at the Hearing.

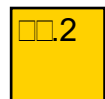
As a long term resident of the area, we are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.



This proposed NoR process has an immediate, unjust and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the



Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur, in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).
- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

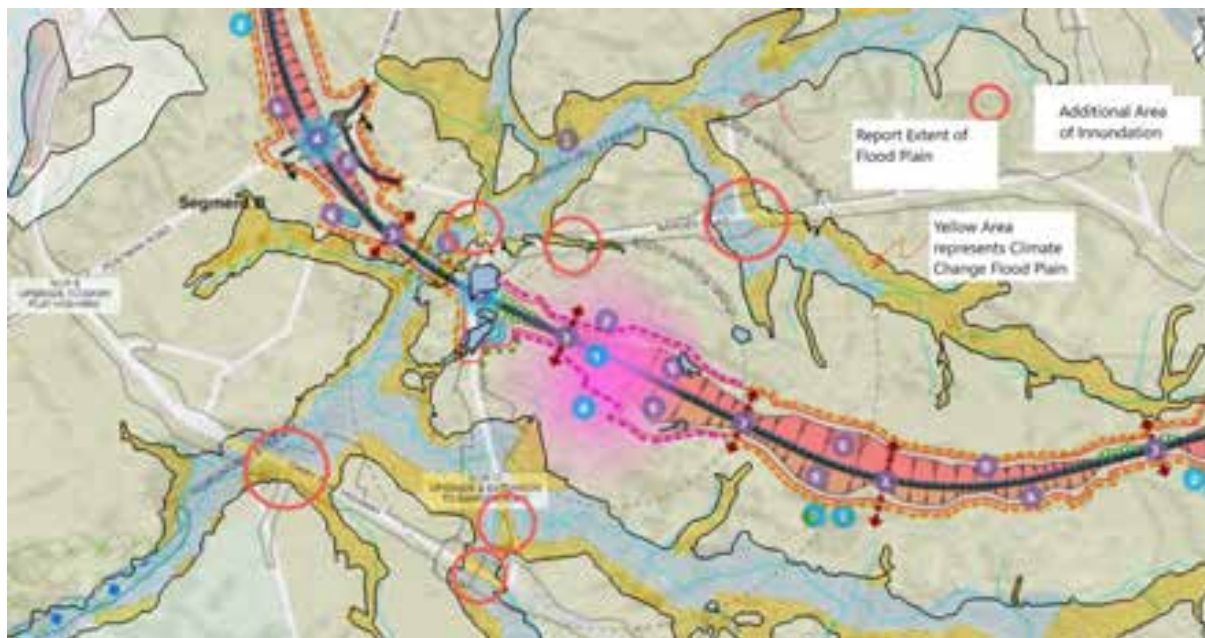
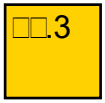


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider

ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.

- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding
- 13 The Transportation Strategy, as a “response” to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
- 14 The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

- 15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting

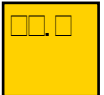
interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.

- 16** In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME's study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU's then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.
- 17** The Assessment of Alternatives Vol1 Sec 20 states that the proposal "provides certainty to Landowners". This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18** The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19** Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20** Comprehensive Site investigation studies need to occur prior to any NoR's being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21** Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22** The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the "30 year temporary RTC solution" within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e "Quickways".
- 23** Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are

significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. Immediate withdrawal of existing NoR #1**
- B. Promote development of existing town centres, not the destruction of greenfield**
- C. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.**



“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”

www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf

- D. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR’s , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**
- E. The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.**
- F. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.**
- G. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR’s issued accordingly.**

From: [Katie Charlton](#)
To: [Unitary Plan](#); [Supporting Growth Team](#)
Subject: Objection to North Notices of Requirement, specifically NoR 1
Date: Thursday, 14 December 2023 10:08:56 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[Submission, North NoR 1 - Charlton, 1857 East Coast Road.pdf.docx](#)

Kia ora,

Attached is an objection to the North Notices of Requirement, specifically NoR 1, in collaboration with the Dairy Flat Land Owners Group.

As residents within the community for the past decade, we are not only concerned re the misalignment to the revised Future Development Strategy, but also the negative environmental and social impacts at risk if the proposal proceeds.

We look forward to seeing these plans revisited.

Katie Charlton



Katie Charlton

Senior Marketing Manager – Automation & Customer Engagement
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Auckland Council
Private Bag 92300
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unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Katie Charlton and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 1857 East Coast Road.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

As a long term resident of the area, we are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

0.1

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0.2

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

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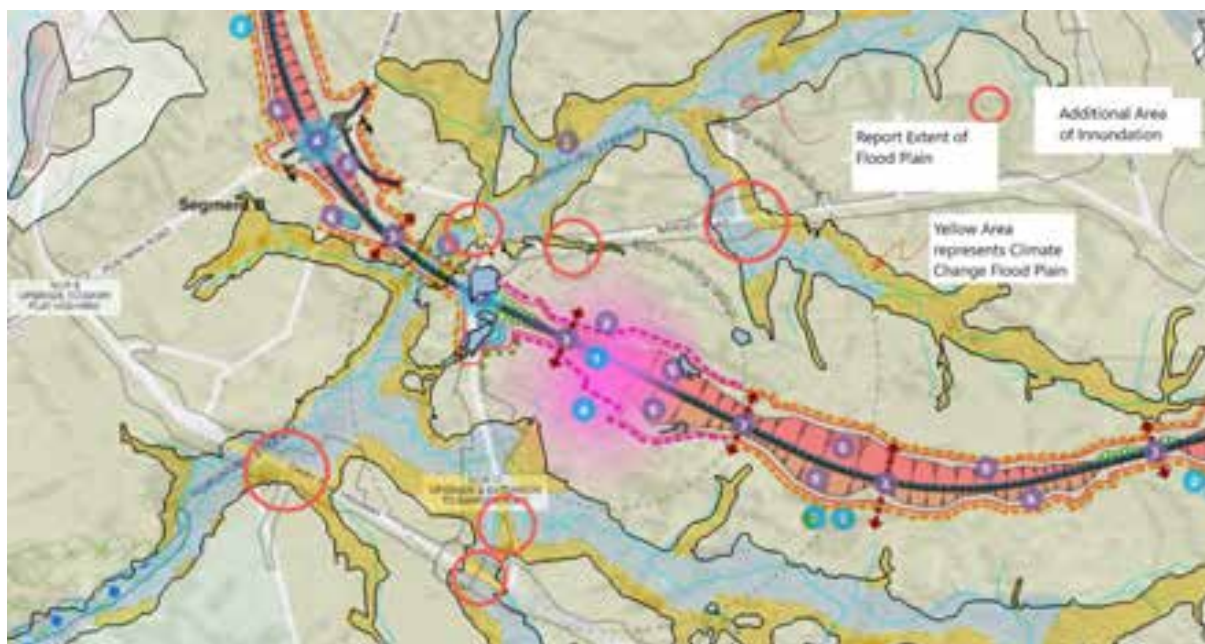


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- 14 The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.

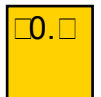
- 15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16 In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME’s study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU’s then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. Immediate withdrawal of existing NoR #1**
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.
- D. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.
- E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.
- “, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”*
- Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.
- G. The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.
- H. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.
- I. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1271] Notice of Requirement online submission - Rachel Venn
Date: Thursday, 14 December 2023 10:45:40 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Rachel Venn

Organisation name:

Full name of your agent:

Email address: rachel.venn@me.com

Contact phone number: 0274341831

Postal address:
90 Grace Hill Drive
Dairy flat
Auckland 0792

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 1 New Rapid Transit Corridor, including a walking and cycling path

The specific provisions that my submission relates to are:
NOR1 RTC thru Dairy Flat 90 Grace Hill Drive, Dairy Flat

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Our property and the price development on which I live is directly affected. It has a huge impact on our community driven by the uncertainty of the project for the next 30 years (my entire lifetime) for a project that still hasn't been given the go ahead or being funded.

1.1

I or we seek the following recommendation or decision from Auckland Council:

The NORs be withdrawn for this project until a definite decision is guaranteed to go ahead with funding. The area is currently zoned "future urban" which means most, if not all properties cannot be subdivided, thus already "protecting the route", if the decision is given the go ahead in the future. Currently putting a NOR on a property for 30+ years is grossly unfair to the landowner.

Submission date: 14 December 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

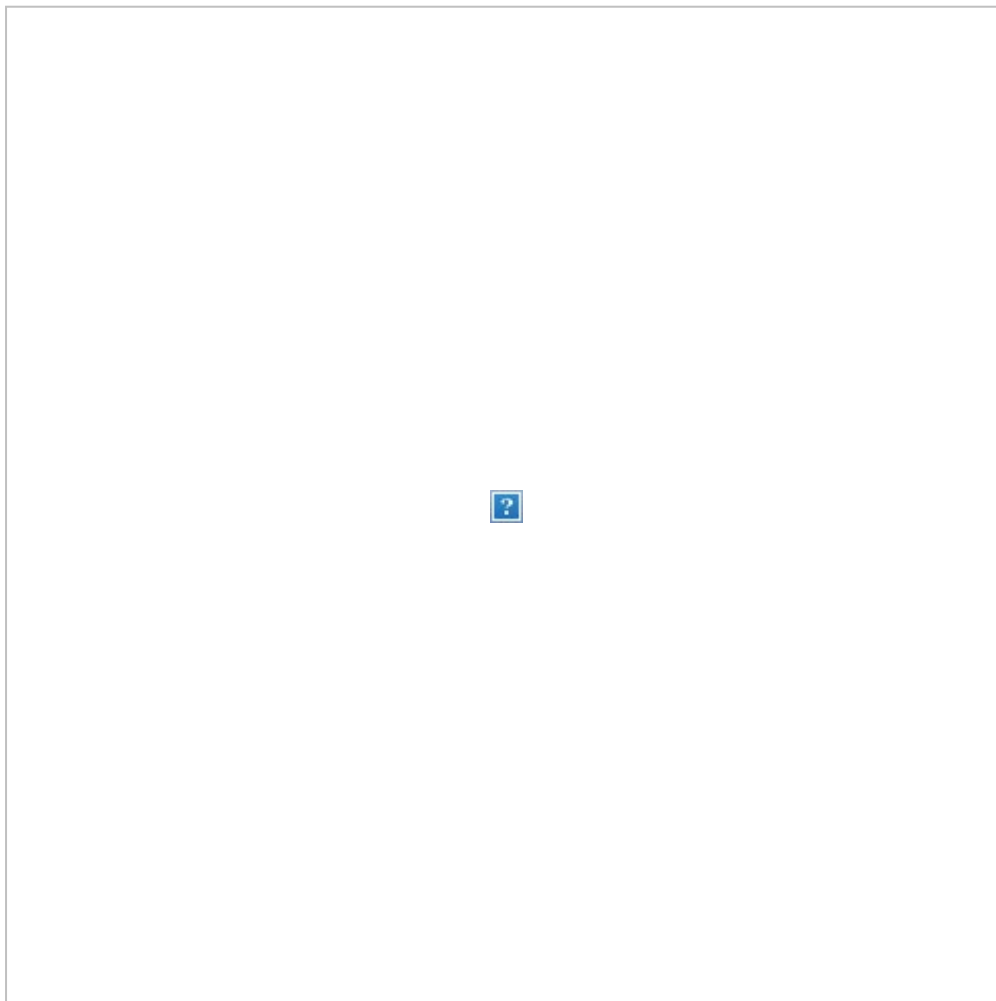
Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

REX WARWICK NEARY ROBYN MAY NEARY

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

21 SELMAN RD R.D.# ALBANY AUCKLAND 0794

Telephone:

09 4263849

Email:

vandrneary@xtra.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

WE OBJECT TO THE PROPOSED RAPID TRANSIT CORRIDOR, AS THERE SHOULD BE CONSIDERATION TO ALTERNATIVES T LESS COSTS BY UTILISING THE RAPID TRANSIT BUS WAY ALSO TAKE NOTE OF HIGHER EXPENSE FACED AT TRANSMISSION FULLY /

My submission is:

- I or we support of the Notice of Requirement
- I or we are neutral to the Notice of Requirement

I or we oppose to the Notice of Requirement

The reasons for my views are:


THERE WILL BE ENOUGH RATES RISES FROM THE AFTERMATH OF GABRIELLE AND IMPACTS OF EXISTING PROPERTIES & LOSS OF GREEN BELTS -

2.1

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

 R.M. Neary
Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date 14/12/23

Notes to person making submission:
If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

(a) Adversely affects the environment, and

(b) Does not relate to trade competition or the effects of trade competition.

Auckland Council **Auckland Transport**
Private Bag 92300 submissions@supportinggrowth.nz
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Greg Gordon and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 65 Grace Hill Drive Dairy Flat Auckland 0792

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard/not heard at the Hearing.

As a long term resident of the area, we are/are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

3.1

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

3.2

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

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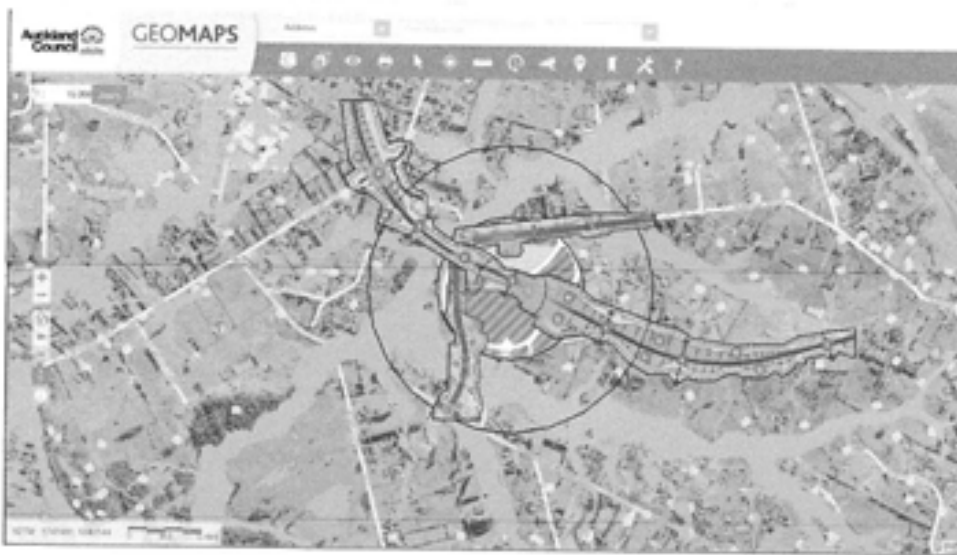


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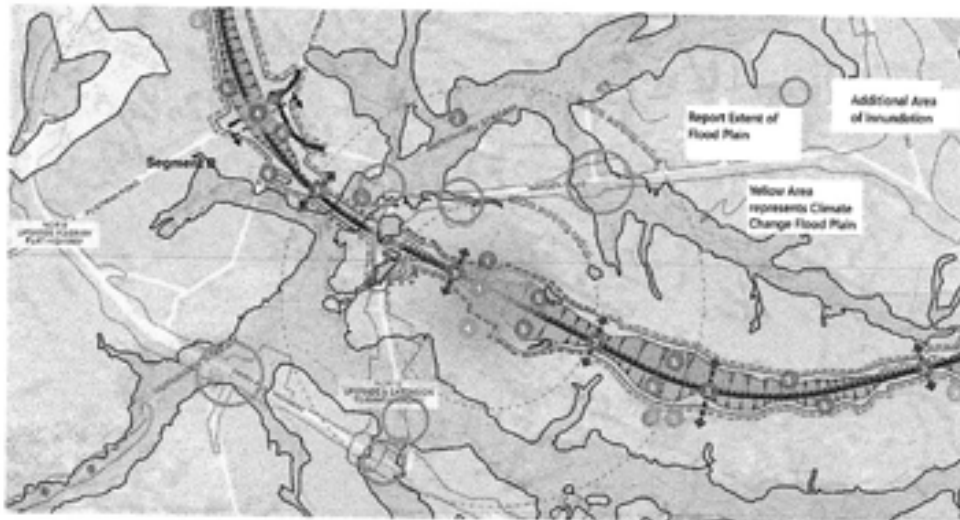


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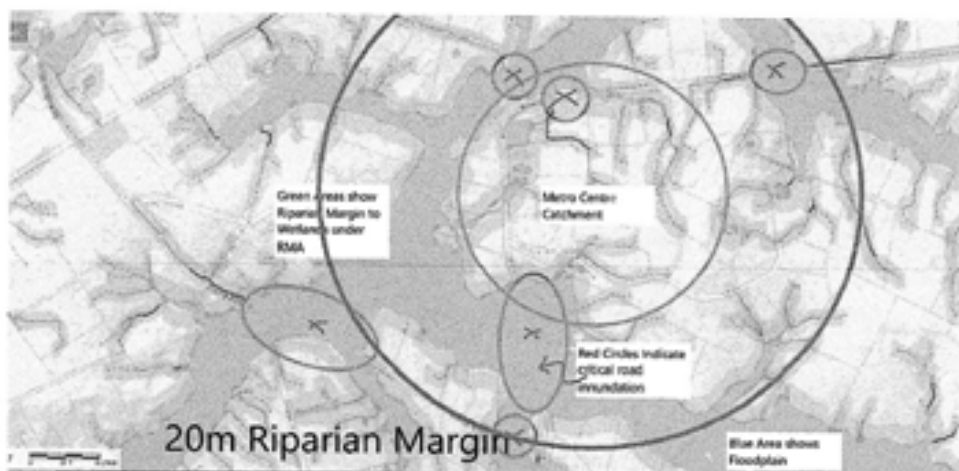


Figure 3 Riparian margins, floodplains and wetlands.

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- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design

information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.

- 20 Comprehensive Site investigation studies need to occur prior to any NoR's being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the "30 year temporary RTC solution" within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e "Quickways".
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

- A. Immediate withdrawal of existing NoR #1**
- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**
- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.**
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- E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most**

effective way in saving project costs.

“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”

www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf

- F. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.**
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- I. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.**

Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Peter and Claire Gibson and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at **2/44 Wilks Road, Dairy Flat 0794**

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be not **heard at the Hearing.**

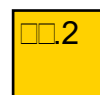
As a long term resident of the area, we are directly on the route planned by NoR1, and we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “wellbeing”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.



This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non-statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.



This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy (FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

3

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

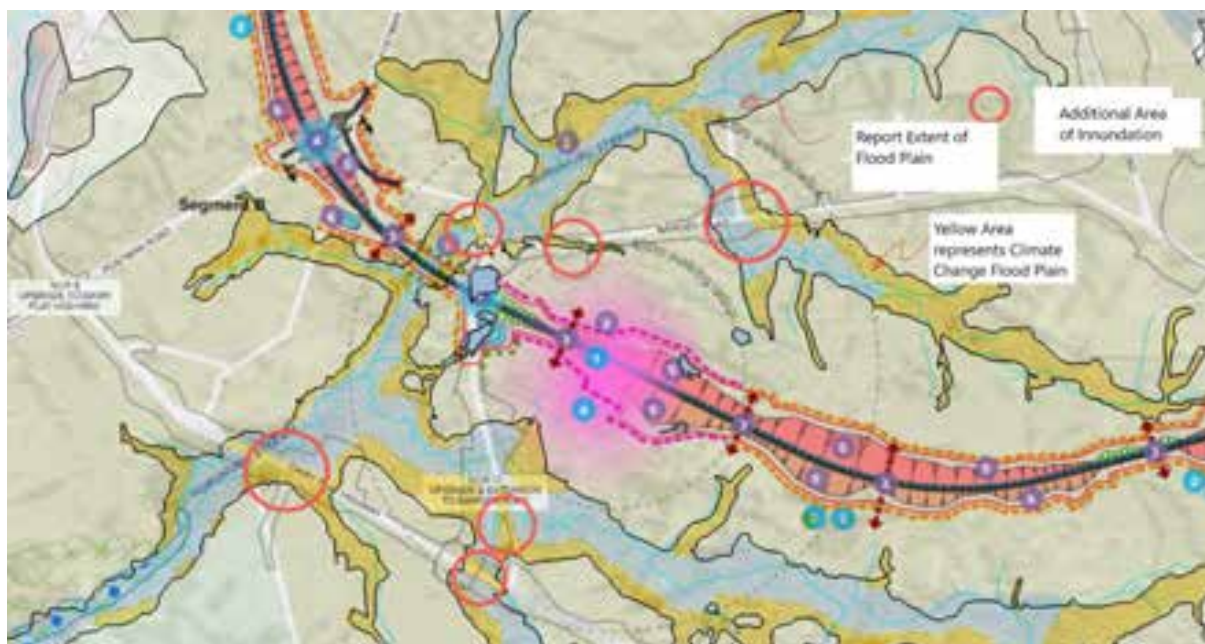


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other

options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

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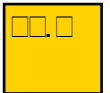
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Requested Outcomes

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- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mrs Emma-Kate Nielsen

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

2 Potter Road, RD2 Albany, Auckland 0792

Telephone: 211417387

Email: emmaanddan@xtra.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

- I or we support of the Notice of Requirement
- I or we are neutral to the Notice of Requirement
- I or we oppose to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)


I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/12/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 75.1 • The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- 75.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- 75.3 • In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- 75.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- 75.1-75.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Dan Nielsen

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

2 Potter Road, RD2 Albany, Auckland 0792

Telephone:

21437451

Email:

emmaanddan@xtra.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: *(give details including property address):*

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

Refer to attachment

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/12/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
 - Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
 - Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 76.1
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
 - As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- 76.2
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
 - The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.
- 76.3

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

76.1-76.3

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

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Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

Nicholas John Geare

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

84. Postman Road, R D4, Albany
0794.

Telephone:

021 201 6644

Email:

nsgeare@xtra.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency
North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

For: A new designation or alteration to an existing designation

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Nia Greave

13/12/23.

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

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Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path", with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council's current vision for the area.
- Taking account of both the above factors, Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 77.1 • The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- 77.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of "least regret".
- 77.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR's regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR's to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/~~We~~ seek the following recommendation or decision from the Council:

- 77.1-77.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



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Auckland Council
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Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Susan Geare.

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

84 Postman Road, RD4, Albany,
0794.

Telephone: 021 201 6644.

Email: nsgeare@xtra.co.nz.

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: *(give details including property address):*

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My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

S. Cleave

13.12.23

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

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Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path", with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
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- 78.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of "least regret".
- 78.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR's regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR's to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

~~We~~ seek the following recommendation or decision from the Council:

- 78.1-78.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

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Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Erwin De Keyser/Sonia van Liefferinge

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

93 Grace Hill Drive, 0792 Dairy Flat

Telephone: 212497850

Email: Sonia@dekeyser.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Dairy Flat South is unsuited to urbanisation (and should revert to Countryside Living)

79.1 The RTC is in the wrong place for this vision of the future; but the "right" route can't be determined until the urban planning is done.

Now we live in a private exclusive road, and paid for this exclusivity a high price.

With the NoR1 we even won't have access to our house, this will cause a decline
in value of our property.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

79.1 Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisaGon is confirmed. We anticipate it may be a decade or more before this planning process reaches a conclusion.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

13/11/2023

Date

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Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Ms/Ms (Full Name)

Lew Anthony Johnson

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

1153 Dairy Flat Highway, Dairy Flat

Telephone:

027 337 5019

Email:

lew@healthchemist.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

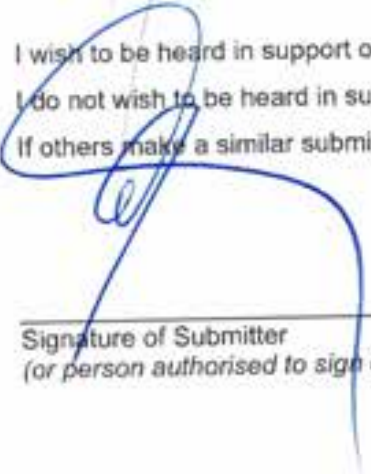
I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

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I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing


Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

13/12/23

Notes to person making submission:

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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

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Auckland Council



To Kaunhera o Tamaki Makaurau

FORM 21

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Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Ms/Ms/Ms (Full Name)

Lew Anthony Johnson

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

1153 Dairy Flat Highway, Dairy Flat
Postal P.O. Box 187 Albany Village, Auckland 0750

Telephone: 027 337 5019

Email: lewo@healthchemist.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

North: (NoR 8) Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

1153 Dairy Flat Highway

My submission is:

I or we support of the Notice of Requirement

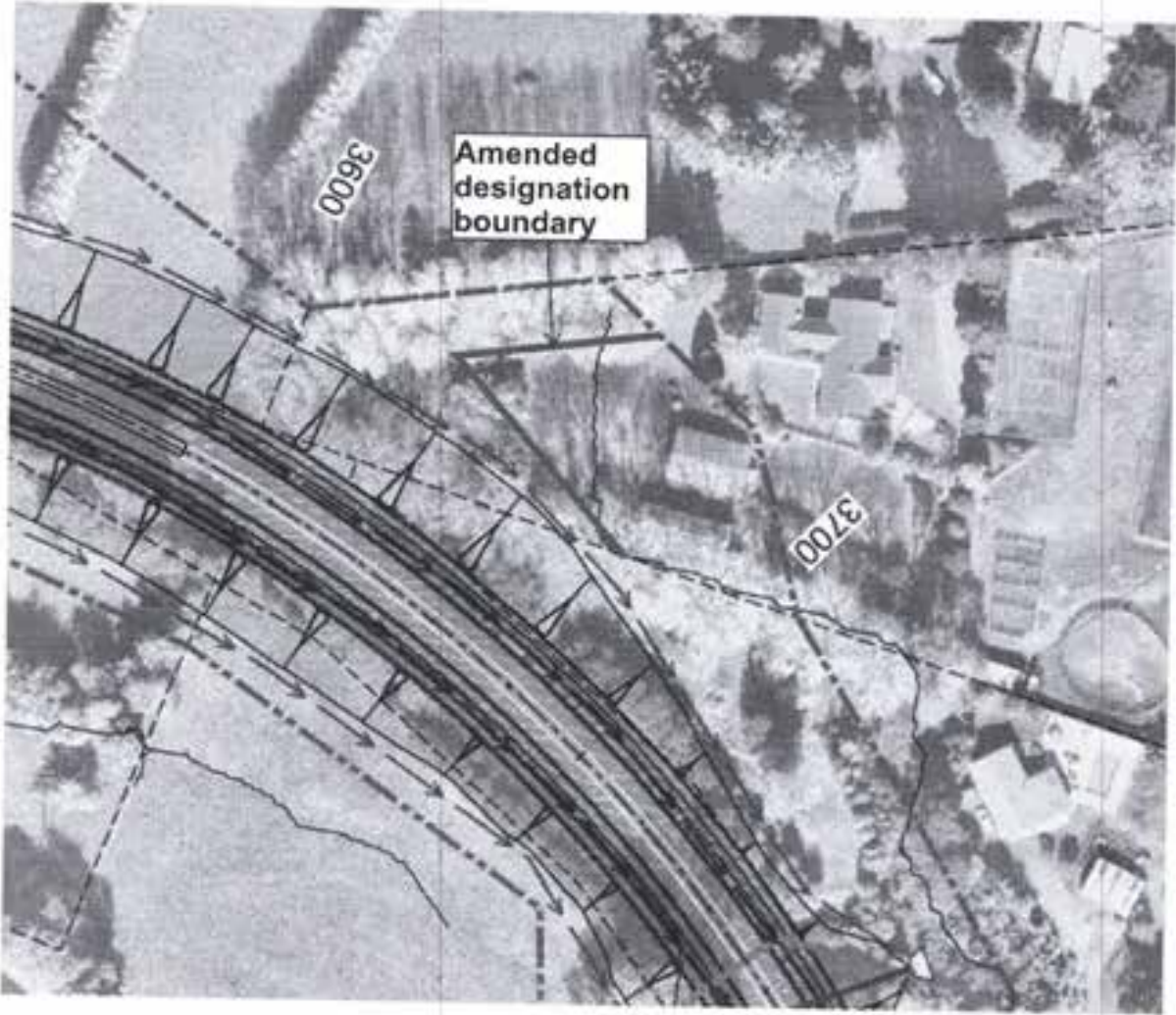
I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

The extent of our property that is covered by the NoR is excessive. We believe the planned highway widening and raising can be accomplished and our legal access reestablished, without encroaching so deeply into our property. The proposed designation will unnecessarily limit our future use of the existing barns on the property.

80.1



(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

80.1

Amend the NoR to reduce the extent of land coverage to the realistic minimum needed for the future highway widening and driveway reestablishment. The attached sketch illustrates what we consider is feasible and reasonable.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

13/12/23

Notes to person making submission:

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- (a) Adversely affects the environment, and
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Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

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Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Andrew David Kenneth Chalmers

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

86 Bawden Road, Dairy Flat, Auckland

Telephone:

212494096

Email:

chlamers.andrew@icloud.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path **and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd**

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

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My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

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- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/14/2023
Date

Notes to person making submission:

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- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- Ã To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision. In particular, we are concerned about the value and number of houses that are being affected by the rapid transit route.
- Ã Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Ã Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- Ã The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- Ã As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- Ã Clearly the fastest and most cost-effective route for the rapid transit corridor is to follow State Highway 1 North, alongside the motorway and upgrade the relevant feeder routes such as Bawden Road, including a park and ride. The proposed route covers more distance than simply following State Highway 1, so again increasing costs.
- Ã In the face of the uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- Ã We are concerned that the NoR’s are being issued before funding is available and with no timeline as to when the works are to be undertaken. Our understanding is that they may not be done for some 20 to 50 years (if at all).. Protecting the land so far in advance seems an abuse of process. To protect land some 20 years out, puts the land and the owners in limbo because to sell becomes difficult (if not impossible) and to invest further in the property is pointless. So, owners are expected to hold and fund the land in its current state for an indefinite period in the future. For older owners, that means remaining on the land until 80 years old.
- Ã The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the

need and timing of the public works, we consider the imposition of the NoR's to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Ã** Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- Ã To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision. In particular, we are concerned about the value and number of houses that are being affected by the rapid transit route.
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- Ã The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- Ã As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- Ã Clearly the fastest and most cost-effective route for the rapid transit corridor is to follow State Highway 1 North, alongside the motorway and upgrade the relevant feeder routes such as Bawden Road, including a park and ride. The proposed route covers more distance than simply following State Highway 1, so again increasing costs.
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- Ã The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the

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I/we seek the following recommendation or decision from the Council:

- Ã** Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

SALLY JANE PATERSON

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

27 KENNEDY RD DAIRY FLAT AUCKLAND 0792

Telephone:

0272146020

Email:

PATERSON0792@GMAIL.COM

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

14.12.2023

Date

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- (a) Adversely affects the environment, and
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Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path", with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council's current vision for the area.
- Taking account of both the above factors, Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 82.1 • The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- 82.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of "least regret".
- 82.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR's regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR's to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- 82.1-82.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!



FORM 21

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991.

To: Auckland Council
Unitary Plan
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry')

Address for service: Incite (Agent for the Ministry of Education)
PO Box 3082
Auckland 1140

Attention: Chris Horne

Phone: 09 369 1465

Email: chris@incite.co.nz

This is a submission on the 13 Te Tupu Ngātahi Notices of Requirement for North Auckland as follows:

- North Transport Project NoR 1: New Rapid Transit Corridor, including a walking and cycling path (Waka Kotahi NZ Transport)
- North Transport Project NoR 2: North: New Rapid Transit Station at Milldale (Waka Kotahi NZ Transport)
- North Transport Project NoR 3: North: New Rapid Transit Station at Pine Valley Road (Waka Kotahi NZ Transport)
- North Transport Project NoR 4: North: State Highway 1 Improvements – Albany to Orewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (Waka Kotahi NZ Transport)

- North Transport Project NoR 5: North: New State Highway 1 Crossing at Dairy Stream (Auckland Transport)
- North Transport Project NoR 6: North: New Connection between Milldale and Grand Drive, Orewa (Auckland Transport)
- North Transport Project NoR 7: North: Upgrade to Pine Valley Road (Auckland Transport)
- North Transport Project NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (Auckland Transport)
- North Transport Project NoR 9: North: Upgrade to Dairy Flat Highway between Dairy Flat and Albany (Auckland Transport)
- North Transport Project NoR 10: North: Upgrade to Wainui Road (Auckland Transport)
- North Transport Project NoR 11: North: New Connection between Dairy Flat Highway and Wilks Road (Auckland Transport)
- North Transport Project NoR 12: North: Upgrade and Extension to Bawden Road (Auckland Transport)
- North Transport Project NoR 13: North: Upgrade to East Coast Road between Silverdale and Redvale (Auckland Transport)

The Ministry is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

Those parts of the proposals that either physically affect proposed and existing schools, and/or conditions to ensure that detailed design appropriately addresses integration with adjacent schools and construction effects including heavy traffic routes. This includes the physical extent of the proposed designations and general arrangements in NoR 6, NoR 8 and NoR 10, and conditions relating to designation review and the Land Integration Process in NoRs 5-13, and the stakeholder engagement and construction traffic management conditions in all NoRs.

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting



on education provision at all levels of the education network. This is to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets in the Auckland region.

The Ministry of Education's submission is:

The Ministry is neutral on whether the various projects set out in the NoRs should proceed. However, the Ministry **opposes the proposed designations in part** unless the matters set out in this submission are appropriately addressed.

Under the Resource Management Act 1991, decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

Through its delivery partner, Te Tupu Ngātahi, Waka Kotahi NZ Transport Agency and Auckland Transport have lodged 13 Notices of Requirement (NoR) to designate land, or in the case of NoR 4 to alter existing designations, for future strategic transport projects in North Auckland (the Project). These designations enable the future construction, operation and maintenance of transport infrastructure to support anticipated growth in the north of Auckland between Orewa and Silverdale over the next 30 years or more.

The location of each NoR in relation to and the Ministry's assets is shown in **Figure 1**,

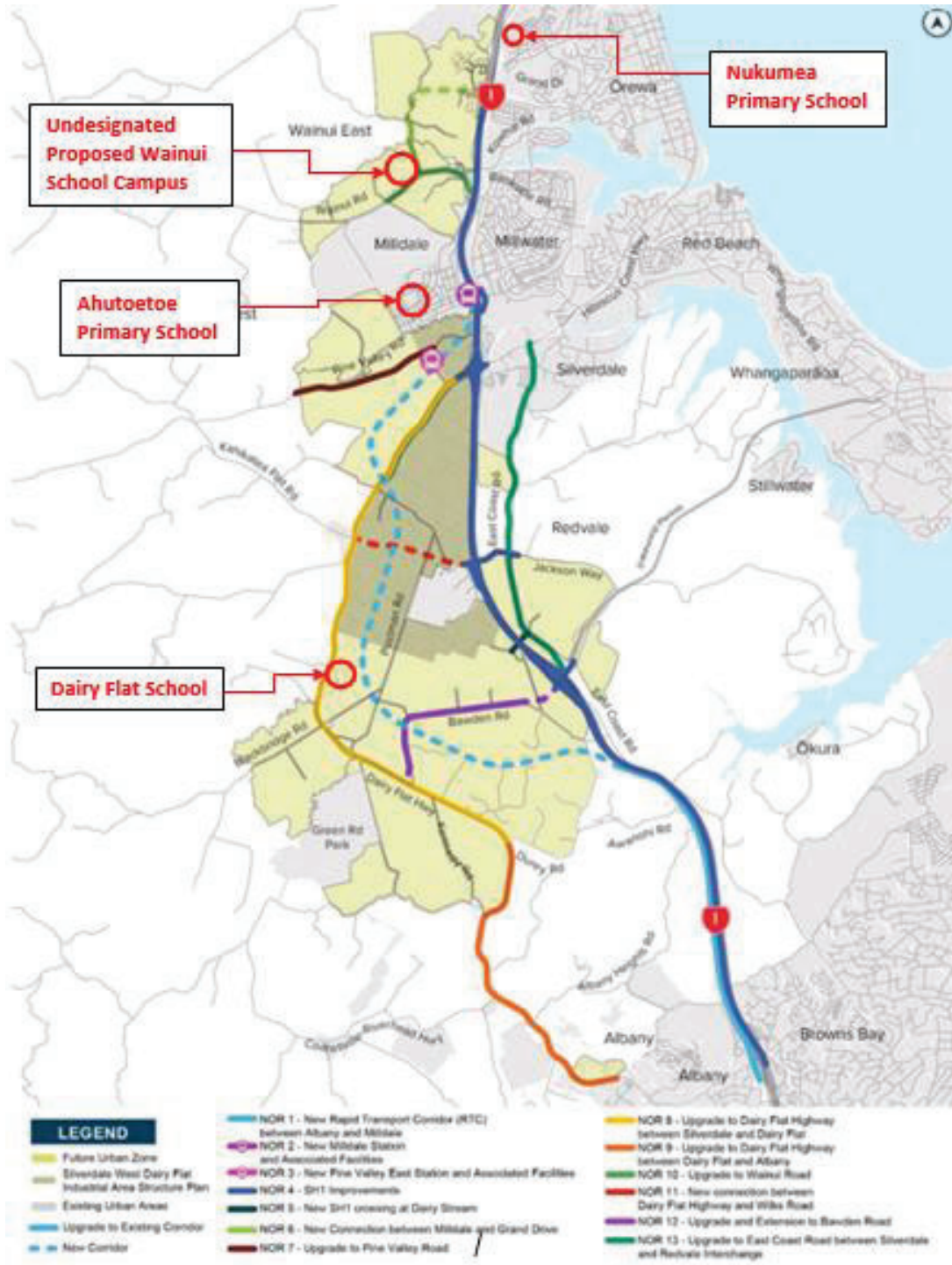


Figure 1: Project Overview - Location of NoRs in relation to the Ministry of Education's School Network.

The Ministry broadly supports the Project's aim to enable better active modes of transportation and support a resilient and integrated transport network. With regard to the Ministry's property portfolio, two school sites are directly affected by the Project. These are:

- Dairy Flat School, a primary school at 1220 Dairy Flat Highway (Designation ID 4563), affected by NoR 8; and
- Land at 15-37 Upper Orewa Road, Wainui (three titles, two of which are acquired and the third under negotiation for purchase) on which the Ministry proposes a campus with a secondary school, primary school and special school, affected by NoR 6.

NoR 10 affecting Wainui Road will also impact on future access solutions to the proposed future Wainui school campus site.

Other schools in the project area include Ahutoetoe Primary School, 89 Maryvale Road (Designated ID 4664 – designated as Milldale Primary School), and the recently opened Nukumea Primary School, 11 Crozier Place, Orewa (Designation ID 4666). Nukumea Primary School is adjacent to the SH1 corridor, but it has no direct connection and there are no changes to the State Highway designation at this location.

Aside of direct impacts on adjacent schools, the Ministry seeks to appropriately address and manage construction-related effects and the on-going potential effects the projects may have on the operation and management of the schools, particularly for NoR 6, NoR 8, and NoR 10. Additionally, the general approach to construction management and the use of heavy vehicles during construction and their routes in relation to all NoRs is of interest to the Ministry in regard to potential adverse effects on existing and potential future schools at peak pick-up and drop-off times.

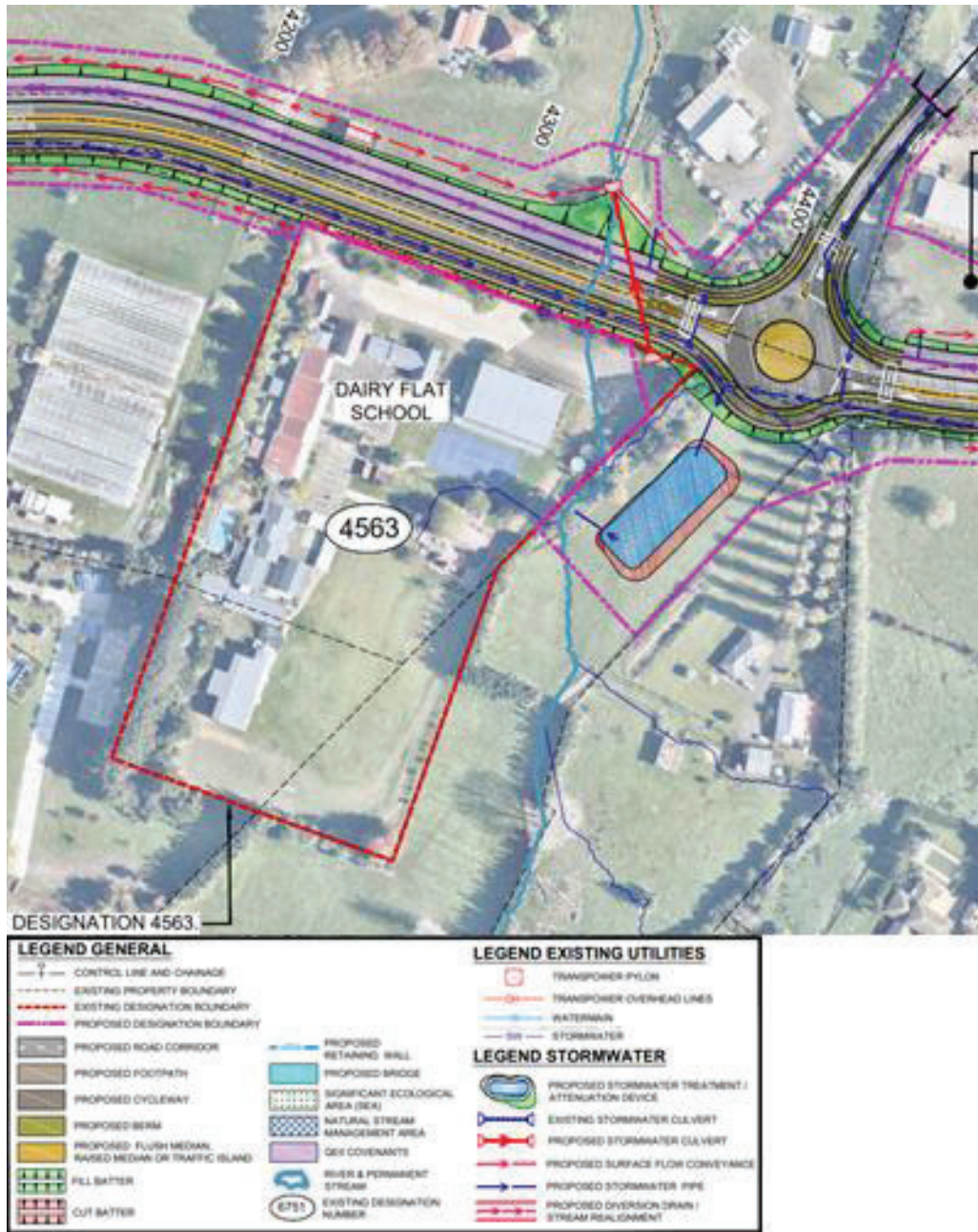


Figure 2: Proposed works in proximity to the Dairy Flat School

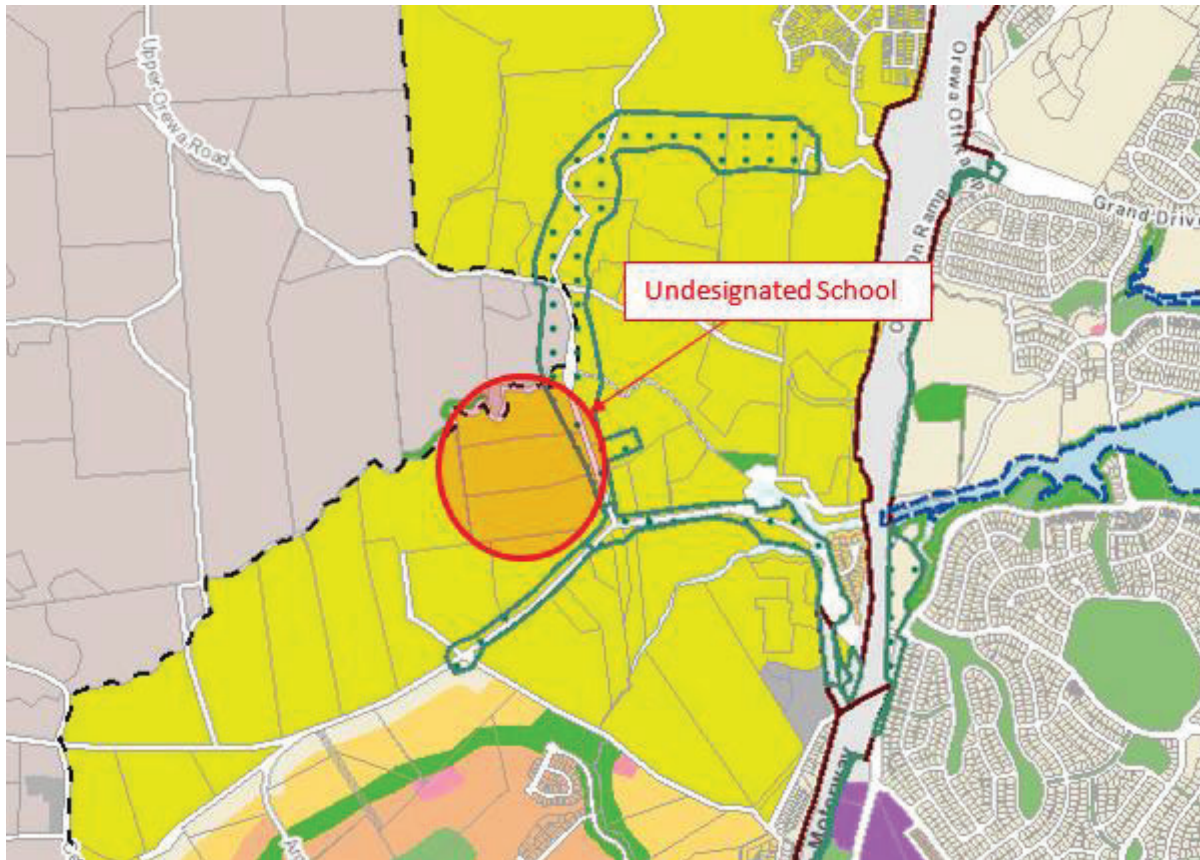


Figure 3: NoR 6 and 10 Footprints in relation to proposed Wainui School campus on Upper Orewa Road

Walking and cycling provisions

The Ministry strongly supports the provision of separated walking and cycle facilities that will provide safe access to the current and future wider school network. Encouraging mode shift will provide significant health benefits for students and staff and will reduce traffic generation at pick-up and drop-off times. Schools should be well serviced by safe and accessible pedestrian and cycling links as well as public transportation facilities, and it is considered that the proposed upgrades will generally provide adequate cycling and walking infrastructure to the schools in Orewa.

Regarding NoR 8 at Dairy Flat School, a two-lane rural arterial is proposed on this section with a 60km per hour speed limit area proposed (noting that one side of this road is zoned for future urbanisation). As public bus stops across the road are used by school children, the Ministry requests that this section of Dairy Flat Highway has a 50 km/hr speed limit and a pedestrian crossing is installed as part of the project when it proceeds, which will be more reflective of its future urban context. Also, for all existing school sites at the time works proceed, at least a 3m wide footpath should be installed along school frontages if not already implemented.

Dairy Flat School – NoR 8

NoR 8 comprises a proposed two-lane rural arterial adjacent to the school with separated cycle and pedestrian facilities and a 60 km/hr speed limit. A proposed three leg round-a-bout is also generally adjacent to the school (see Figure 2 above). In consultation with the school, the Ministry has identified the following issues:

- The designation footprint impacts on part of the existing school car park which affects the turning area and approximately 3 parking spaces. It is unclear if this is for construction only or will permanently impact the car park. Reconfiguration may be required. It is noted that the area affected is already designated for educational purposes which has priority of any later designation by Auckland Transport. Access to this area and/or part removal of the school designation would be dependent on any issues identified being appropriately mitigated. AT will need to obtain 176(1)(b) approval from the Minister of Education (via the Ministry) prior to any use of this land, as it will affect the Ministers Education purpose designation.
- Widening along Dairy Flat Highway will impact on the existing road berm area used for pick-up and drop-off. This is an existing rural school and relies on this area for practical provision of pick up and drop off. Loss of this area is of concern to the school. It is unclear how it can be mitigated by the project.
- There is a public bus stop on the opposite side of the road used by students. There is no pedestrian crossing at this location as it is currently a rural road with an 80km/hr speed limit. The area will become more urban over time. As part of its future upgrade to an arterial, a 50 km/hr speed limit past the school and provision of a pedestrian crossing are requested.
- Reconfiguration of the road and bus stops (both sides of the road) needs to ensure buses can be safely accommodated including bus queuing.
- Any future footpath along the school frontage should be a minimum width of 3m to accommodate peak usage at pick-up and drop-off times.
- Drainage works are proposed including a new culvert crossing the highway that has an outlet terminating adjacent to the school frontage, and a stormwater pond discharging to the stream adjacent to the school. The Ministry wishes to ensure the design properly takes mitigates any flood risks to the school.
- It is unclear how the new arterial would affect the safety of the existing school access. Alternative access needs to be considered. An option that should be considered is a fourth leg off the round-a-bout adjacent to the proposed stormwater pond to provide alternative access to the school. This land may also provide opportunities to address loss of on-site car parks and removal of pick-up and drop-off on the existing road berm. This could also potentially improve efficiency of the road if it became the primary entry for pick-up and drop-off activity.
- Reinstatement of fencing on the road boundary to protect the health and safety of young children on the future arterial requires consideration.

Amendments to proposed designation conditions are sought to ensure these matters are properly addressed as part of land use integration and stakeholder engagement.

Proposed Wainui School Campus – Upper Orewa Road – NoRs 6 and 10

NoR 6 proposes an upgrade to Upper Orewa Road including its connection to Wainui Road, and extension of a road corridor through to the Orewa Interchange. The intent of this work is supported as it will provide better connectivity for the future catchment of the proposed Wainui School campus which is envisaged to have a secondary school, primary school and specialist school. It will therefore be a strategic educational asset for this part of Auckland. Designation for this school is expected to be sought in 2024 when all land acquisition processes are finalised. An upgrade to the interaction between Upper Orewa Road and Wainui Road is also supported.

NoR 6 has a significant impact on the frontage of the properties the Ministry has acquired or is acquiring for the school. As shown in Figure 4 below, the general arrangement shows a relatively large impact on the school from the batters may not be conducive to a suitable school access and interface between the school and the road. The Ministry has had previous discussions with Auckland Transport about this school proposal and whilst the school proposal is acknowledged in the NoR documents, the indicative arrangement shown is of concern in regard to compatibility with the school campus. The school campus site is shown in the draft structure plan prepared by Fulton Hogan as part of its private plan change proposal to urbanise adjacent land.



Figure 4: NoR 6 Future School Campus Site indicated by stars (east is at the top of this plan)

The Ministry also wishes to ensure that any culverts across Upper Orewa Road are properly sized and road levels set to ensure any high rainfall events do not cause any flooding events on the future school campus site.

NoR 10 is also relevant as it involves an upgrade to Wainui Road, and intersection upgrades at both Upper Orewa Road and Lysnar Road. The Ministry envisages that the future school campus would require access from both Upper Orewa Road and an extension to Lysnar Road as the school reaches its full masterplan roll. The Ministry is working with Fulton Hogan who owns the land needed to connect an extension of Lysnar Road to the proposed school campus. As the majority of students for the secondary school reside in the Milldale residential development, south of Wainui Road, the Ministry considers that a signalised intersection to Lysnar Road would provide for more suitable active mode connections across Wainui Road.

Designation boundary overlap

The Ministry supports proposed Condition 3 of the proposed Auckland Transport designation (NoRs 5-13), which requires the Requiring Authority to review the physical extent of the designation and pull it back after construction.

When the Ministry develops its Wainui site or any other site that may be affected by these designations in the future given the long lapse periods, it will undertake earthworks to prepare the site for development. The development of the school site may result in earthworks by Auckland Transport not being required. The earthworks undertaken by the Ministry may change the gradient and interface on the school campus site with the road, and the existing levels that inform the extent of the NoR and the estimated earthworks may no longer apply. The Ministry requests recognition in the condition that earthworks on the school campus site can be designed to be appropriate for both the school development and the road and that if the Ministry delivers these earthworks before the road project proceeds, then the NoR boundaries can be revised.

The Ministry requests that if the Ministry completes the earthworks required by Auckland Transport, Auckland Transport roll back the designation earlier. The relief sought is outlined below.

All NORs - General Matters Relating to Existing and Future Schools

Construction noise and vibration

Existing and future schools may be affected by construction noise and vibration. Under proposed Condition 19 for NoRs 1-3, Condition 17 for NoR 4 and Condition 19 for NoRs 5-13, the Requiring Authorities are required to develop a Construction Noise and Vibration Management Plan (CNVMP) before construction commences. The Ministry requests that the Ministry and any affected schools are engaged with regard to any potential construction noise and vibration impacts. In addition, the Ministry requests that any construction activities that could be expected to significantly exceed the permitted noise and/or vibration levels are undertaken outside of study and exam periods to minimise disruptions to students' learning.

Construction traffic effects

Construction of all projects has the potential to cause traffic safety issues for existing and potential future schools that may be in operation before the road projects proceed. This is particularly in regard to works outside or adjacent to schools, and heavy traffic routes for construction traffic which may pass in the vicinity of school sites. The primary traffic safety concern is for students walking and cycling to school at peak pick-up and drop-off times.

Each NoR includes a condition requiring the preparation of a Construction Traffic Management Plan (CTMP) prior to the start of construction. The Ministry supports the inclusion of this condition but requests minor alterations to the condition to provide a more explicit focus on the need to manage heavy traffic routes that pass in the vicinity of schools during pick-up and drop-off times and to maintain a safe environment for students to walk and cycle to and from school.

Stakeholder engagement

The Ministry supports the establishment of a Stakeholder Communication and Engagement Management Plan (SCEMP) as a proposed condition. We consider that the Ministry, Dairy Flat School (in specific regard to NoR 8), and future schools (currently this includes the Wainui School campus affected by NoRs 6 and 10) are all key stakeholders in this Project and specific engagement with all parties is required to manage the construction effects on the schools.

Decision sought

If the consent authority is of a mind to recommending that the NoRs be confirmed, the Ministry requests the following relief and any consequential amendments required to give effect to the matters raised in this submission.

The Ministry also requests further engagement with Auckland Transport over the alignment of the road and extent of proposed works specifically in regard to Dairy Flat School and the proposed Wainui School Campus on Upper Orewa Road, and the intersection treatment of Wainui Road and Lysnar Road, to ensure there are suitable outcomes for these schools, while still achieving the intended outcomes of the Project.

Changes to Conditions

The Ministry seeks the following relief for the conditions below (additions are underlined):

Designation Review (NoRs 5-13)

Amend Condition 3 as follows:

- (a) *The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable or where a portion of the works are delivered by a third-party Developer or Development Agency:*
- (i) *review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and*
 - (ii) *give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.*

Land Integration Process (NoRs 5-13)

Amend Condition 10 as follows:

The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:

- (a) *Within twelve (12) months of the date on which this designation is included in the Auckland Unitary Plan, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition 2(a)(iii).*
- (b) *The nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.*
- (c) *At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:*



- (i) *responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and*
- (ii) *(receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.*
- (iii) **Integrating any Developer or Development Agencies designs into the Requiring Authority's development plan to be included in any Outline Plan of Works.**
- (d)

Stakeholder and Communication and Engagement Management Plan (SCEMP) (NoRs 1-13)

Amend Condition 13 (NoRs 1-3), Condition 11 (NoR 4) and Condition 15 (NoRs 5-13) as follows:

- (a) *A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:*
 - (i) *the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);*
 - (ii) *the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;*
 - (iii) *methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;*
 - (iv) *a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with;*
 - (v) **methods for engaging with the Ministry of Education and schools in the Project area including any future schools that have or are being acquired but are not yet designated;**
 - (vi)

Construction Traffic Management Plan (CTMP) (NoRs 1-13)

Amend Condition 16 (NoRs 1-3), Condition 14 (NoR 4) and Condition 18 (NoRs 5-13) as follows:

- (a) *A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:*



- (i) *methods to manage the effects of temporary traffic management activities on traffic;*
- (ii) *measures to ensure the safety of all transport users;*
- (iii) *the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, **and in particular the avoidance of heavy traffic in the vicinity of schools around peak pick-up and drop-off times,** or to manage traffic congestion;*
- (iv) *site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;*
- (v) *identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists;*
- (vi) *methods to maintain access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;*
- (vii) *the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;*
- (viii) *methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);*
- (ix) *Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version;*
- (x) *details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters; and*
- (xi) *(xi) details of any measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.*

Site Specific Matters – Design Outcomes (NoRs 6, 8 and 10 only)

The Ministry will use the Land Integration Process and stakeholder engagement to seek the following design outcomes:

NoR 8: Dairy Flat School

That detailed design specifically considers the matters set out in relation to NoR 8 in this submission including:

- Suitable vehicle access to the school site, which may be a fourth leg to the proposed round-about.
- provision of suitable and pick up and drop off areas to mitigate any loss of these facilities.
- safe configuration of on-street public bus stops.

- implementation of a 50 km/hr speed limit area adjacent to the school and provision of a pedestrian crossing to provide safe access to the bus stop across Dairy Flat Highway.
- design of stormwater infrastructure to mitigate any stormwater effects on the school.
- a minimum 3m wide footpath on the school side of the road.
- Provision of suitable fencing at the road and school interface.

NoR 6: Upper Orewa Road – integration with proposed Wainui School

That the Requiring Authority reviews the extent of the designation footprint on the proposed Wainui School campus with the adjacent proposed school in mind to ensure it is necessary and appropriate for the proposed works.

That detailed design specifically considers the matters set out in relation to NoR 6 in this submission including:

- The interface between any road upgrades and the proposed adjacent school campus is addressed. In particular, the levels of Upper Orewa Road relative the adjacent school site will need to be considered to ensure the interface is practical and appropriate.
- Any culverts across Upper Orewa Road are properly sized and road levels set to ensure any high rainfall events do not cause flooding on the future school campus site.

NoR 10: Wainui Road Upgrade – Form of Intersection upgrade with Lysnar Road to integrate with proposed Wainui School

That the Requiring Authority implement a signalised intersection rather than a round-a-bout to improve connectivity between the existing extent of the Milldale residential development and the proposed school for active modes.

Should you wish to discuss any aspect of this feedback, please do not hesitate to contact the undersigned.

The Ministry wishes to be heard in support of its submission.

The Ministry does not wish to present a joint case with other submitters.



A handwritten signature in blue ink, appearing to read "Chris Horne", is written over a horizontal line.

Chris Horne
Consultant Planner for Ministry of Education

Date: 14 December 2023

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Nigel Kay and Emily Mill

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

95 Postman Rd, Dairy Flat

Telephone:

21622016

Email:

anpkay@gmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency **& Auckland Transport**

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path **and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd**

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

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If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
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Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

- To:** Auckland Council ("**Council**")
- Name:** Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong
- Submission on:** A notice of requirement from Waka Kotahi (New Zealand Transport Agency) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path ("**NoR1**"); and
- A notice of requirement from Auckland Transport for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an upgrade to Dairy Flat Highway to an urban arterial corridor with active mode facilities between Silverdale Interchange and Durey Road in Dairy Flat ("**NoR8**").
- (together, "**Notices of Requirement**")

Introduction

1. This submission is made on behalf of:
 - (a) Campbell and Leah McNee, owners of 1595 Dairy Flat Highway;
 - (b) Anne and Roland Plank, owners of 1591 Dairy Flat Highway; and
 - (c) Jenny Forlong, owner of 1599 Dairy Flat Highway.

("**Owners**")
2. The properties outlined above (together, "**Properties**") are subject to the Notices of Requirement. Accordingly, the Owners have a direct interest in the Notices of Requirement.
3. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

4. This submission relates to the Notices of Requirement in their entirety.
5. The Owners oppose the Notices of Requirement as currently proposed on the basis that the Notices of Requirement will significantly and adversely affect the Properties.

Reasons for submission

6. The reasons for this submission are that the Notices of Requirement (as currently proposed), if granted:
- (a) will not promote the sustainable management of the natural and physical resources in Auckland, and are therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) are inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;
 - (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
 - (e) will not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

7. Without limiting the generality of paragraph 6 above, the Owners oppose the Notices of Requirement because they will result in adverse effects (both during construction and once operational) on the Properties which have not been adequately avoided, remedied or mitigated, including:
- (a) in respect of NoR1:
 - (i) direct loss of land on the Properties, with impacts on access and reasonable use on the balance land of the Properties. In particular the location of the Rapid Transit Corridor, cut and fill earthworks and associated construction areas will:
 - (aa) sever access between parts of the Properties; and
 - (bb) obstruct the only access to the Properties from Dairy Flat Highway.
 - (ii) noise and vibration throughout construction and from increased traffic volumes once operational;
 - (iii) traffic effects, including:
 - (aa) construction vehicle movements throughout the construction period;
 - (bb) increased congestion resulting from construction works; and

- (cc) increased traffic volumes once operational.
 - (iv) landscape and visual amenity effects, including from vegetation clearance;
 - (v) stormwater and flooding effects, in particular stormwater discharges to surrounding land and disruption of surface flow conveyance as a result of both increases in impervious surface area from the development of the Rapid Transit Corridor; and recontouring of land within the Properties as a result of the extensive cut and fill earthworks. These impacts have not been adequately addressed through the proposed drainage and other stormwater infrastructure upgrades; and
 - (vi) impacts on wetlands and other freshwater bodies. The Properties contain a number of wetland and pond features of significant value. These will either be: directly destroyed as a result of the substantial cut and fill earthworks; drained as a result of the recontouring of the land; and/or subject to erosion and sedimentation during the construction period.
- (b) in respect of NoR8:
- (i) access to the Properties will be constrained, and potentially obstructed for periods during construction from Dairy Flat Highway, which is the only road through which the Properties can be accessed; and
 - (ii) traffic, landscape and visual, and stormwater and flooding effects detailed at (a)(iii), (a)(iv) and (a)(v) above.
8. The lapse period of 30 years sought for NoR1, and 20 years for NoR8, would create significant uncertainty for the Owners, and other affected landowners and occupiers by effectively blighting land affected by the Notices of Requirement. On that basis, such long lapse periods are not appropriate, particularly where there is no funding or certainty as to the timing of construction.
9. The Owners are also concerned that inadequate consideration has been given to alternative sites, routes and methods for undertaking the works for NoR1 including alternative routes, sites and methods that would minimise the impact on the Properties. In particular, there is no clear justification for the route and alignment of NoR1 as a Rapid Transit Corridor in such close proximity to the existing Dairy Flat Highway network under NoR8, State Highway 1 (which is also being upgraded under NoR4), and the Pine Valley Road upgrades under NoR7. A Rapid Transit Corridor could more efficiently be delivered as part of the other upgrades proposed to existing routes and does not necessarily require a separate alternative route (at least of the nature proposed), with the Milldale Rapid Transit Station already proposed to be aligned with State Highway 1.

Recommendation sought

10. The Owners seek that the Council recommends:
- (a) withdrawal of the Notices of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notices of Requirement, including by way of conditions to address the Owner's concerns; and
 - (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
11. The Owners wish to be heard in support of their submission.
12. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

CAMPBELL AND LEAH MCNEE, ANNE AND ROLAND PLANK, AND JENNY FORLONG, by their solicitors and authorised agents Russell McVeagh:



Signature: Simon Pilkinton / Jacob Burton

Date: 14 December 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 166A, 168, 181, 183A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to:

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

shufangyang

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

99 postman Road dairy flat

Telephone:

02102907550

Email:

Sfydfn2@gmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

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Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path", with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council's current vision for the area.
- Taking account of both the above factors, Auckland Council's current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 86.1 • The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- 86.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of "least regret".
- 86.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR's regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR's to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- 86.1-86.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date)

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorized to sign on behalf of submitter)

14/12/2023

Date

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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

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FORM 21

Dairy Flat 0792

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mrs Kim Valerie Campbell

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter
52 Follies Way, Dairy Flat 0792

Telephone: 21628944 Email: campbellniels@gmail.com

Contact Person: (Name and designation if applicable)
MY HUSBAND, NIELS CAMPBELL (contact details as above)

This is a submission on a notice of requirement:

By: Name of Requiring Authority	<u>Waka Kotahi NZ Transport Agency and Auckland Transport</u>
For: A new designation or alteration to an existing designation	<u>North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd</u>

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My submission is:

- I or we support of the Notice of Requirement
- I or we are neutral to the Notice of Requirement
- I or we oppose to the Notice of Requirement

The reasons for my views are:

Refer to attachment

In addition, my reasons also specifically include in relation to 16 Follies Way

1. The specific area designated for the works is greater than is necessary especially as Bawden Rd is being realigned away from no16
2. The works will have a major impact on the 19 properties with rights to use no 16's driveway

3. The works will impede the operations of the equestrian centre, which requires all weather access by horse trucks and trailers

(continue on a separate sheet if necessary)

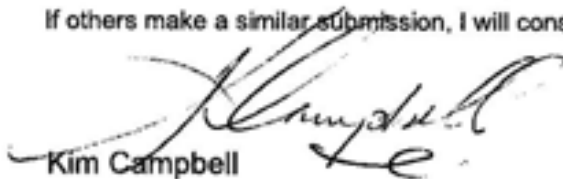
I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

In addition, in relation to 16 Follies Way:

1. The extent of the designated area be reduced to what is necessary
2. Any works undertaken specifically provide for the continuation of all weather access to our driveway

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing


Kim Campbell
Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/23/2014
Date

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- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 87.1 • The planning process has put the “cart before the horse” by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- 87.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- 87.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- 87.1-87.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Submission on the Thirteen Notices of Requirement for the North Projects lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North Projects

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
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DATE: 14 December 2023

1. INTRODUCTION

1.1 Watercare is pleased to have the opportunity to make a submission on the thirteen NoRs for the "North Projects" lodged by Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") and Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").

1.2 Watercare neither supports nor opposes the NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.3 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

- 2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.
- 2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, from 2023 – 2053, this is expected to increase by another 520,000 people, potentially requiring another 200,000 dwellings along with associated drinking water, stormwater and wastewater infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.
- 2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹
- 2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the recently adopted Auckland Council Future Development Strategy.
- 2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. PLANNED AND EXISTING WATERCARE ASSETS

- 3.1 The Assessment of Effects on the Environment for the NoRs does not identify any Watercare assets within the NoR project areas.³ However, some of the project areas for the NoRs are within areas where Watercare has planned for future infrastructure development, as detailed at paragraph [3.4].
- 3.2 Water and wastewater infrastructure to be developed within the areas covered by the NoRs broadly falls in two categories; developer-led infrastructure to service growth at a local network level, and Watercare-led infrastructure to service growth at a bulk level.
- 3.3 Watercare may have some awareness of developer-led infrastructure projects within the covered areas, but it is important to clarify that Watercare is not responsible for and does not have direct control over these projects until they are finished and officially vested. It is also worth noting that Watercare has limited insight into the details of developer-led infrastructure projects, however as previously noted, wishes to remain involved in future engagement to ensure alignment between infrastructure providers.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

³ Assessment of Effects on the Environment for the North Project (dated September 2023).

3.4 Specific commentary regarding known projects within Watercare's Asset Management Plan to service growth at a bulk level is outlined below. Solutions and alignments/locations are subject to change as we learn more, progress our projects and the area develops. There is also potential for new needs to surface, necessitating further bulk infrastructure. Ongoing engagement is critical to maintain alignment.

a) NoR North Projects: New Rapid Transit Corridor, including a walking and cycling path (NoR 1)⁴ – Waka Kotahi (NZTA)

- Watercare plans to install a new transmission watermain, the Orewa 3 Watermain, which will convey potable water from Albany to Orewa. The alignment is yet to be finalised, but there is a high likelihood it will intersect with sections of NoR 1.
- Watercare plans to install a new wastewater pump station in Silverdale West which will convey flows to Milldale via a rising main. The location of the pump station and alignment of the rising main are yet to be confirmed, but there is potential for them to intersect with NoR 1.

b) NoR North Projects: New Rapid Transit Station at Milldale (NoR 2)⁵ – Waka Kotahi (NZTA)

- Watercare is installing a cross-connection between the Orewa 2 Watermain and future Orewa 3 Watermain, which will involve a new transmission watermain crossing State Highway 1 at and either side of the Highgate Bridge, which is within NoR 2.

c) NoR North Projects: New Rapid Transit Station at Pine Valley Road (NoR 3)⁶ – Waka Kotahi (NZTA)

- Watercare plans to install a new transmission watermain, the Orewa 3 Watermain, which will convey potable water from Albany to Orewa. The alignment is yet to be finalised, but there is a high likelihood it will intersect with NoR 3.
- Watercare plans to install a new wastewater pump station in Silverdale West which will convey flows to Milldale via a rising main. The location of the pump station and alignment of the rising main are yet to be confirmed, but there is potential for them to intersect with NoR 3.

⁴ For a designation for a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path.

⁵ For a designation for a new Rapid Transit Station in Milldale, including transport interchange facilities and active mode facilities.

⁶ For a designation for a new rapid transit station at Pine Valley Road, Dairy Flat, including transport interchange facilities, active mode facilities and park and ride facilities.

- d) **NoR North Projects: State Highway 1 Improvements – Albany to Ōrewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (NoR 4)⁷ – Waka Kotahi (NZTA)**
- Watercare plans to install a new cross-connection between the Orewa 2 Watermain and future Orewa 3 Watermain, which will require a corridor for a new transmission watermain running from the west of State Highway 1 through to East Coast Road, potentially likely intersecting with sections of NoR 4.
- e) **NoR North Projects: New State Highway 1 Crossing at Dairy Stream (NoR 5)⁸ – Auckland Transport (AT)**
- Watercare has no planned projects at this time that intersect with NoR 5, although it may have future developments where requirements change due to growth.
- f) **NoR North Projects: New Connection between Milldale and Grand Drive, Ōrewa (NoR 6)⁹ – Auckland Transport (AT)**
- Watercare has no planned projects at this time that intersect with NoR 6, although it may have future developments where requirements change due to growth.
- g) **NoR North Projects: Upgrade to Pine Valley Road (NoR 7)¹⁰ – Auckland Transport (AT)**
- Watercare has no planned projects at this time that intersect with NoR 7, although it may have future developments where requirements change due to growth.
- h) **NoR North Projects: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (NoR 8)¹¹ – Auckland Transport (AT)**
- Watercare plans to install a new transmission watermain, the Orewa 3 Watermain, which will convey potable water from Albany to Orewa. The alignment is yet to be finalised, but there is a high likelihood it will intersect with sections of NoR 8.
 - Watercare plans to install a new wastewater pump station in Silverdale West which will convey flows to Milldale via a rising main. The location of the pump station and alignment of the rising main are yet to be confirmed, but there is potential for them to intersect with NoR 1.

⁷ To alter Designations 6751 State Highway 1 - Albany, 6759 State Highway 1 – Silverdale, 6760 State Highway 1 – Redvale to Silverdale, and 6761 State Highway 1 – Silverdale to Puhoi for State Highway 1 improvements from Albany to Ōrewa.

⁸ For a new urban arterial corridor with active mode facilities and State Highway 1 motorway overbridge in the vicinity of Dairy Stream, between Top Road in Dairy Flat and East Coast Road in Stillwater.

⁹ For a designation for a new urban arterial corridor with active mode facilities between Wainui Road in Milldale and Grand Drive in Upper Ōrewa.

¹⁰ For a designation for an upgrade to Pine Valley Road in Dairy Flat to an urban arterial corridor with active mode facilities between Argent Lane and the rural-urban boundary.

¹¹ For an upgrade to Dairy Flat Highway to an urban arterial corridor with active mode facilities between Silverdale Interchange and Durey Road in Dairy Flat.

- i) **NoR North Projects: Upgrade to Dairy Flat Highway between Dairy Flat and Albany (NoR 9)¹² – Auckland Transport (AT)**
 - Watercare plans to install a new transmission watermain, the Orewa 3 Watermain, which will convey potable water from Albany to Orewa. The alignment is yet to be finalised, but there is a high likelihood it will intersect with sections of NoR 9.

- j) **NoR North Projects: Upgrade to Wainui Road (NoR 10)¹³ – Auckland Transport (AT)**
 - Watercare has no planned projects at this time that intersect with NoR 10, although may have future developments where requirements change due to growth.

- k) **NoR North Projects: New Connection between Dairy Flat Highway and Wilks Road (NoR 11)¹⁴ – Auckland Transport (AT)**
 - Watercare plans to install a new cross-connection between the Orewa 2 Watermain and future Orewa 3 Watermain, which will require a corridor for a new transmission watermain running from the west of State Highway 1 through to East Coast Road, potentially likely intersecting with sections of NoR 11.

- l) **NoR North Projects: Upgrade and Extension to Bawden Road (NoR 12)¹⁵ – Auckland Transport (AT)**
 - Watercare plans to install a new transmission watermain, the Orewa 3 Watermain, which will convey potable water from Albany to Orewa. The alignment is yet to be finalised, but there is a high likelihood it will intersect with sections of NoR 12.

- m) **NoR North Projects: Upgrade to East Coast Road between Silverdale and Redvale (NoR 13)¹⁶ – Auckland Transport (AT)**
 - Watercare plans to install a new cross-connection between the Orewa 2 Watermain and future Orewa 3 Watermain, which will require a corridor for a new transmission watermain running from the west of State Highway 1 through to East Coast Road, potentially likely intersecting with sections of NoR 13.

¹² For a designation for an upgrade to Dairy Flat Highway between Durey Road in Dairy Flat and Albany village, including active mode facilities and safety improvements.

¹³ For a designation for an upgrade to Wainui Road to an urban arterial corridor with active mode facilities, between Lysnar Road in Wainui, and the State Highway 1 northbound Wainui Road offramp.

¹⁴ For a new urban arterial corridor with active mode facilities between Dairy Flat Highway (at the intersection of Kahikatea Flat Road) and Wilks Road in Dairy Flat.

¹⁵ For an upgrade and extension to Bawden Road to an urban arterial corridor active mode facilities, between Dairy Flat Highway and State Highway 1.

¹⁶ For a designation for an upgrade to East Coast Road to an urban arterial corridor with active mode facilities, between Hibiscus Coast Highway in Silverdale and the Ō Mahurangi Penlink (Redvale) Interchange.

4. SUBMISSION POINTS AND RELIEF SOUGHT

- 4.1 This is a submission on all the NoRs (detailed above) that were publicly notified on 16 November 2023.
- 4.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare’s ability to provide water and wastewater services now and in the future.

Early engagement

- 4.3 Watercare seeks to ensure that there is a live and continual process planned forward to recognise that asset management and construction plans are constantly updating and changing.
- 4.4 Watercare acknowledges the proactive approach to engagement shown by the requiring authorities to date. Watercare has been in discussions with the Supporting Growth Alliance, and the preceding ‘future urban land use strategy’ project work, as well as independent engagement with Waka Kotahi and AT during the development of these NoR’s.
- 4.5 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as these projects develop.
- 4.6 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, “Works Over” Approvals, in compliance with Watercare’s “*Water Supply and Wastewater Network Bylaw 2015*” (updated 2021).
- 4.7 Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future (these planned projects are detailed in paragraph [3.4] above). Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

Specific amendments to conditions

- 4.8 Watercare has filed evidence, and attended, recent NoR hearings for other Supporting Growth Alliance projects (the North West Strategic Network, and the Airport to Botany Bus Rapid Transit Project). The conditions proposed for the NoRs by the requiring authorities for these NoRs are similar to those which have been proposed at the recent North West Strategic Network hearing (in rebuttal evidence).
- 4.9 Watercare supports the intention of conditions proposed by the requiring authority which seek to ensure that there is engagement with relevant stakeholders during the development of all thirteen NoRs (ie the conditions which require a Network Utility Management Plan

("NUMP"), Stakeholders Communication and Engagement Management Plan ("SCEMP"), and Land use Integration Process ("LIP")).

4.10 That said, Watercare considers further amendments to the conditions are required to address matters raised in this submission, so that the conditions for all the NoRs adequately provide for engagement with network utilities, in particular during the feasibility and detailed design stage.

4.11 Watercare seeks that a new condition requiring the preparation of a "Network Utility Strategic Outcomes Plan" be added to all thirteen NoRs to futureproof assets in consultation with network utility operators such as Watercare:

Network Utility Strategic Outcomes Plan (NUSOP)

- (a) A NUSOP shall be prepared in the project feasibility stage or as early as practicable.
- (b) The objective of the NUSOP is to set out a strategic framework for asset resilience that includes consideration of growth, corridor protection, and asset renewals over time.
- (c) The NUSOP shall:
 - i. consider expected asset life of existing assets;
 - ii. consider expected asset capacity increases or changes; and
 - iii. demonstrate how city and national strategic plans are considered.
- (d) The NUSOP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project, including Watercare.
- (e) The NUSOP shall describe how strategic plans from the Network Utility Operators in relation to its assets have been addressed.
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUSOP.
- (g) Any amendments to the NUSOP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

4.12 If the above condition is not included in the NoRs, Watercare seeks the following amendments (shown in underline) to the NUMP condition in all of the NoRs:

(a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the feasibility and detailed design phases, and prior to the lodgement of an Outline Plan of Works for a stage of construction ~~Start of Construction for a Stage of Work.~~

...

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project and shall include any s177 consents required for works affecting prior Designations and Watercare 'Works Over Approvals'.

...

(h) The Requiring Authority shall consult with Network Utility Operators during the feasibility and detailed design phases to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power, water services and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

4.13 Watercare also seeks that the LIP condition is included in all of the NoRs (including the NoRs lodged by Waka Kotahi), as opposed to only being included in the Auckland Transport NoRs as is currently proposed.

5. RECOMMENDATION SOUGHT

5.1 Watercare seeks that the Council recommend:

- (a) amendments to the conditions of the NoRs, as set out above in its submissions (and any other conditions), to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and / or
- (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

5.2 Watercare wishes to be heard in support of this submission.

5.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.



Steve Webster
Chief Infrastructure Officer
Watercare Services Limited

Submission for NoR 1 Rapid Transit Corridor

Bryn Lockie
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Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

Auckland Transport
submissions@supportinggrowth.nz

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Bryn Lockie and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 105 Lascelles Drive, Dairy Flat

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be heard at the Hearing.

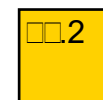
As a long term resident of the area, we are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.



This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.



This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) Some parts of the region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1 in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire community's ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

We will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive, zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

3

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements, NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent. Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

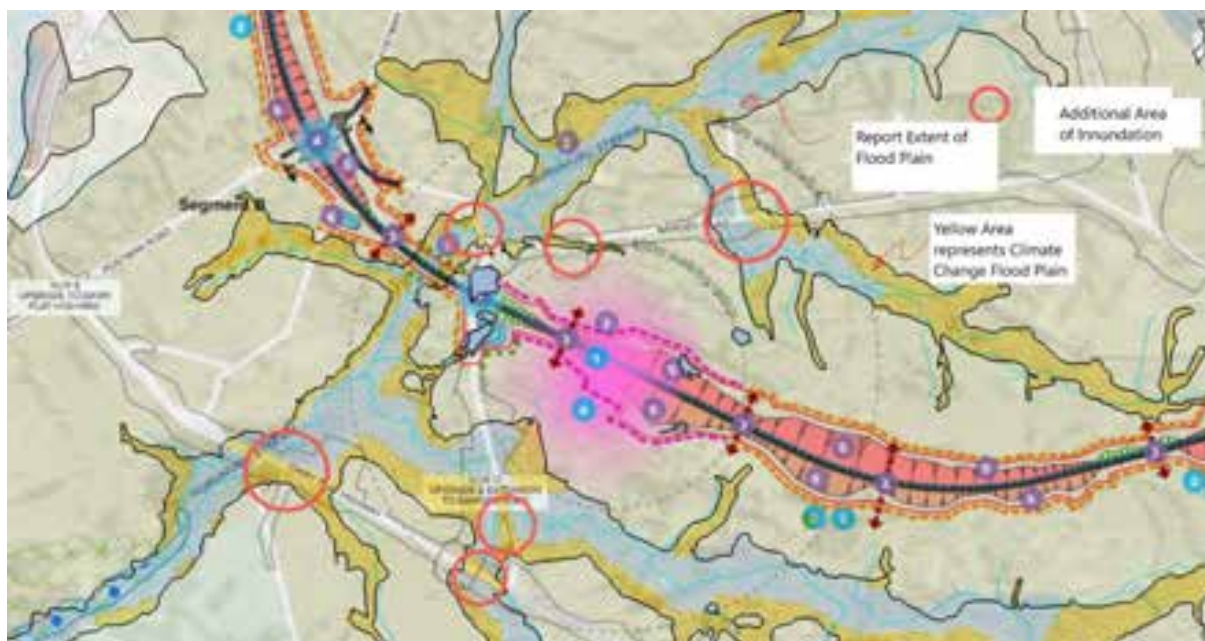


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop” study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC, at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released, there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre, as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other

options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding

- 13 The Transportation Strategy, as a “response” to the Spatial Plan, does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure, such as the RTC, other than relying on scant desktop studies for guidance.
- 14 The AEE assessments are targeted at the areas within the NoR’s and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands. The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event. Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)



Figure 3 Riparian margins, floodplains and wetlands.


- 15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16 In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business/Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs/House Hold Unit. This was established by Council in ME’s study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU’s then we may need to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market. This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter, quicker and potentially considerably lower financial risk option of running the RTC (as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project (Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution, which also offers flexibility of design and operation over time and, may also confirm a much lower whole of life cost, thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term, are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

- A. **Immediate withdrawal of existing NoR #1**
- B. **Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.**

- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live/Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.
- D. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education, health and community services, rather than a low employment, car -centric solution currently promoted by Council.
- E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.



“, any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now.”

Ref “Corridor Protection- Planning and Investing for the Long Term Jul 2017”
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.
- G. The current project is unfunded, unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.
- H. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition, in the near term.
- I. The current program is a severe prejudice on a well established Countryside Living environment and an imposition that currently has inadequate funding to meet its commitments without further Local and Central government support, on an annual basis. Until it has a long term funding program in place to support early acquisition, there should be no NoR's issued accordingly.

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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



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Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Andrew Nigel Philipps Kay

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

95 Postman Rd, Dairy Flat 0794

Telephone:

21622016

Email:

anpkay@gmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi (NZTA)

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

The entire corridor designated by this NoR

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

The Requiring Authority has undertaken extensive studies to prepare a concept design and AEE. However, the concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads

very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed designation boundaries, with little apparent regard for the large impact on people's property and homes. In many locations that I have investigated to date, the proposed designation is clearly based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.


NoR 1 #90

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the designation to the practicable minimum. Such field-check to be undertaken jointly by the SG Project Manager and myself (as an experienced engineer who is voluntarily acting as an advocate for the community).

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing


Signature of Submitter
(or person authorised to sign on behalf of submitter)

12/14/2023
Date

Notes to person making submission:

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You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

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For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Anne-Marie de Jong

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

226 and 226a Bawden Rd

Albany, Auckland 0792

Telephone:

Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path **and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd**

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Anne-Marie de Jong
Signature of Submitter
(or person authorised to sign on behalf of submitter)

14/12/2023
Date

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Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- Ā To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Ā Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Ā Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- Ā The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- Ā As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- Ā In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- Ā The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Ā Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

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Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Heather Turley

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

292 Bawden rd RD2 Albany

Telephone:

Email:

turleydh@outlook.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path **and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd**

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My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

This NOR doesnt give any certainty for something that might happen in 40-50 years time, but will lock some of my land away as unavailable for this entire time.

The planning for a Dairy Flat township keeps changing so the Road changes is likely to change too.

The affected land hasnt been clearly defined and may not be taken- This clearly affects my ability to sell and move on.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Defer until a more specific timeline and planning regarding Dairy Flat development has been made

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

Heather Turley

12/14/2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

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The reasons for my/our views are:

- Ā To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
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Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) David B Johns

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

304 Bawden Road

RD2 Dairy Flat, Auckland

Telephone: 21546251

Email: johnsfamily@xtra.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

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David B Johns
Signature of Submitter
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- Ā Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- Ā The planning process has put the "cart before the horse" by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- Ā As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- Ā In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- Ā The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- Ā Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

BENJAMIN GUY MARSHALL and
KATHERINE LOUISE HILL CO-OWNERS
1559 DAIRY FLAT HIGHWAY
LOT 13 DP64752

Mr/Mrs/Miss/Ms (Full Name)

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

51 HACKETT STREET
ST MARYS BAY AK1011

Telephone:

021 940 121

Email:

kate.hill77@gmail.com

Contact Person: (Name and designation if applicable)

KATE HILL

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Waka Kotahi NZ Transport Agency

For: A new designation or alteration to an existing designation

North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path and also NoR 8 Dairy Flat Rd & NoR 12 Bawden Rd

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

All properties along the designated RT corridor between the point where it diverges away from SH1 just north of Redvale Rise and the point where it crosses Weiti Stream just south of Milldale. The future urbanisation and RTC changes sought by this submission will also reduce the required extent of upgrading of Dairy Flat Highway and Bawden Rd.

My submission is:

I support the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer to attachment 1

AND ATTACHMENT 2: BEING OWNER UNDERSTANDING OF THE IMPACT OF THE NOR UPON OUR 1559 DAIRY FLAT HIGHWAY PROPERTY.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Refer to attachment 1 :

I wish to be heard in support of my submission



I do not wish to be heard in support of my submission



If others make a similar submission, I will consider presenting a joint case with them at a hearing



13th DECEMBER 2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission on “North: (NoR 1) New Rapid Transit Corridor, including a walking and cycling path”, with related implications for part of NoR 8 - Dairy Flat Highway and NoR 12 - Bawden Rd

The reasons for my/our views are:

- To the south of Dairy Stream, there are many constraints that will impede future urbanisation; these constraints include floodplains, steep topography, fragmented land ownership, existing high-value dwellings and property title covenants that prevent further subdivision.
- Conversely, to the north of Dairy Stream, there is opportunity to create greater local employment integrated with higher density living than is likely under Auckland Council’s current vision for the area.
- Taking account of both the above factors, Auckland Council’s current vision of a Dairy Flat suburb served by a town centre in the south and dependent on residents travelling to other parts of Auckland for employment is deeply flawed.
- 95.1 • The planning process has put the “cart before the horse” by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor.
- 95.2 • As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC. Furthermore, the economic and financial analyses undertaken by Supporting Growth to support selection of the currently proposed RTC involve some heroic assumptions. The additional length of corridor and massive earthworks required indicate the currently proposed route will be much more costly than the motorway route. There is a high level of scepticism about the Business Case presented by Supporting Growth, which we will challenge in our future evidence.
- In the face of this uncertainty over the ultimate urban form of Dairy Flat, the low-risk approach is to either (a) wait for the urban planning to be undertaken or (b) route the RTC alongside the motorway, as the alignment of “least regret”.
- 95.3 • The AEE acknowledges that the proposed designations will blight affected properties, potentially causing significant impact and distress to property owners, but AT & NZTA then press on with the NoR’s regardless. The proposed designation will restrict the use of properties along the RTC for an unreasonably long period of time, without any form of compensation to property owners and with no certainty if, or when, the rapid transit scheme will be constructed. Given the lack of clarity as to the need and timing of the public works, we consider the imposition of the NoR’s to be premature and unjust.

We will elaborate on these views in our presentation at the public hearing to be convened by Auckland Council.

I/we seek the following recommendation or decision from the Council:

- 95.1-95.3 • Withdraw NoR 1. Either amend or withdraw NoR 8 and NoR 12 to remove the sections of road upgrading in southern Dairy Flat. Defer the planning of transportation corridors, including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans. We anticipate it may be a decade or more before this planning process reaches a conclusion; but that will still be two decades ahead of the anticipated implementation date!

IMPACTS UPON OUR PROPERTY FROM NoR:

Also refer to site plan being our understanding of the project.... we note that:

1. The proposed New Rapid Transit Corridor bisects our property.

2. It divides the property into three parts:

* Part A: approximate area = 4,250 sqm

* Part B: approximate area = 19,000 sqm

* AT/NZTA NoR purchase = 17,269 sqm

Total = 40,519 sqm

* Section of Part B to be leased for life of the project = 3,900 sqm

3. The NoR maintains access to Dairy Flat Highway from the front remaining site Area A, but removes access to the remaining rear lot B. This is called "severance" and may lead to purchase by AT/NZTA of the entire site.

4. The existing main dwelling and a minor dwelling are included within the draft designation boundary.

95.4

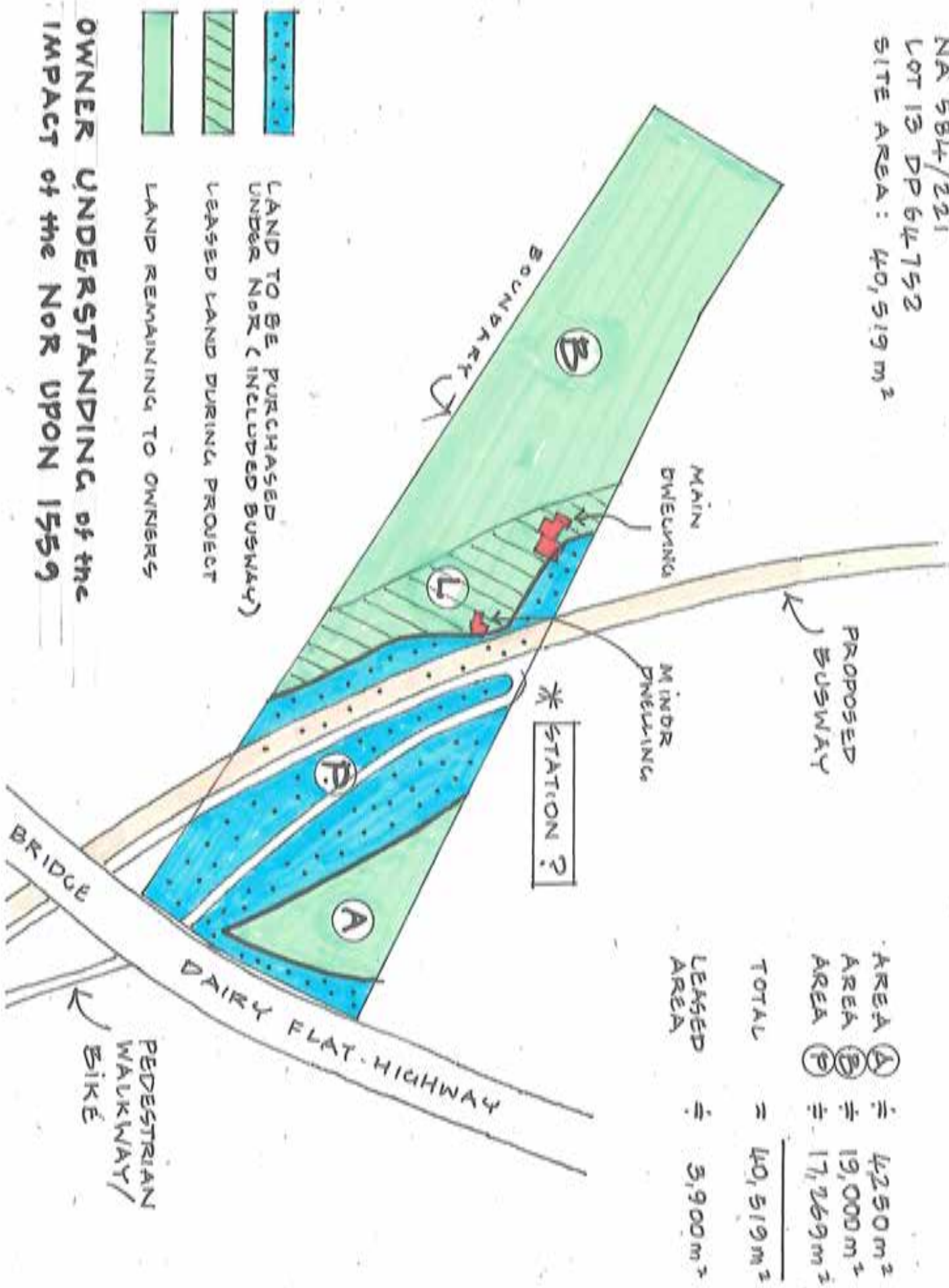
1559 DAIRY FLAT HIGHWAY

NA 584/221

LOT 13 DP 64752

SITE AREA : 40,519 m²

ATTACHMENT 2



AREA A	≐	4250m ²
AREA B	≐	19,000m ²
AREA P	≐	17,269m ²
TOTAL	=	40,519m²

LEASED AREA ≐ 3,900m²

- LAND TO BE PURCHASED UNDER NOR (INCLUDED BUSWAY)
- LEASED LAND DURING PROJECT
- LAND REMAINING TO OWNERS

OWNER UNDERSTANDING of the IMPACT of the NOR UPON 1559

From: [Walkie Talkie](#)
To: submissions@supportingrowth.nz; Unitary Plan
Subject: Re submissions on proposed AT roadway and city centre in Dairy Flat.
Date: Thursday, 14 December 2023 8:39:45 pm
Attachments: [36299098-2022-4693-8f52-246897cc6c14.png](#)

My name is Victoria Walker and I am submitting my objection to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui , Silverdale. And the proposed location of a future commercial centre in the Bawden Rd area or around or just north of Postman's Road. I represent my family and friends who also find this proposal to have no sound financial benefit to our community or all of Auckland future planning. The area chosen is an established flood zone that will require extensive and expensive construction. There has been no assurance given with realistic, informed documentation that will support the need for this roadway or city centre in the middle of rural Dairy Flat in 1-10- 30 + years time. Both Albany and Silverdale have potential for more development and are already sited as commercial and apartment lifestyle areas. The economic costs required from government or through Auckland public rates and taxes to fund this new extra centre is of no benefit to anyone.

Proposed Roadway:-

96.1

The traffic congestion, that happens only at peak times, is limited to Albany and Silverdale. Not planning to be funding instead to develop better park and ride and bus services and rapid rail or roadways along the established motorway will not relieve in any part transportation issues by this proposal. It only adds to it. Pen link relieves Silverdale but Albany continues to be impacted. This roadway serves transit from Silverdale to Albany, which is not the required location or sensible route through many rural properties. Costly infrastructure in flood zones! Not what we need or want.

Another commercial 'Metropolitan' centre:-

96.2

There are many established shopping malls and commercial or light industrial areas already struggling within a 15 - 20 minute radius. Why look to be creating yet another centre in this rural flood zone which would more likely become an unnecessary density failure roading and infrastructure issue in our environment requiring expensive development unscheduled as necessary in the future?

This proposal is based on an idea that 100,000 immigrants are all going to be demanding housing, transport and city centre conveniences in this area of Auckland. But where are the actual figures involved, the actual number of immigrants who want to live in this area -at the level of real estate prices compared to other parts of Auckland, - without any inexpensive infrastructure in place or jobs guaranteed or even taking numbers of people also leaving NZ yearly included. This is a pipe dream with no rationale of the expense in planning in an inappropriate area validated.

This is the confusion we are questioning that has resulted from so many changes to date in proposals in this area.

Who can tell me what is actually being discussed and planned for the Dairy Flat area?

I've heard that councils have been at odds with the Transport ministry over the proposed rapid roadway, probably likely to become another busway, running right through Dairy Flat countryside. Is this what we want/need? There seems to be a decision being made to go ahead with this before the 2050 that has been suggested. Who will get the go ahead on this, or listen to realistic advice of what we actually need in the area? I can not understand why this very expensive exercise will benefit Aucklanders in the near future, or ever, if we do not have reason, over other more important demands on our government purse, to develop the Dairy Flat area before 2050.

It seems to me that someone is determined to change this area into another industrial park with perhaps mass apartment style living and endless new shopping areas. Oh, and a token short park walkway to satisfy environmental demands. Why is this deemed to be something that we need over other more important matters in Auckland that we should be concentrating ratepayers financial resource on?

Why are we obsessed with the idea that we should destroy our existing environmental belt (or future necessary food supply area) to provide more million dollar homes as we have experienced in Silverdale and Albany? Who can afford this? Developers can not buy the land here now and build houses for much less. Not resolving our homelessness that we quote as our high volume housing problem needs is irresponsible planning for the immediate future. For every influx of immigrants as possible residents yearly, there are large numbers of competent earners moving overseas. Will they return in the future to be squeezed into another densely populated eco styled centre? And then expect the residents in this ideally tailored metropolitan centre area to work, eat, sleep and be contained moronically with sole dependence on a rapid transportation system or cycle about within in a 10 kilometre radius. Packed into restricted tight housing development with no parking on narrow roads. Bicycling or walking, only appropriate for the youthful occupants who can do this, on circulative designated walkways to occupy their free time. Or commute on buses that do not connect well across our city to every place they might actually want/need to go. This may suit the public in 2050, but for now we need to be spending money on ensuring we will have a sustainable 2050. Roading solutions across the city right now are more essential, an ecological commitment cost to be met, for a start.

Transparency in our city planning, especially transportation, seems to be a need to know advantage for the select few. It is about time that any changes in policy for transportation and city development must be implemented only as ratepayers feel they can afford to support. Foolish development is detrimental to our economy and communities. In the huge problematic economy that we live with today, there has to be genuine solutions. Not fantasies of flight. Let's concentrate on how we go forward in Auckland by achieving more pressing issues that we need to be addressing where we can be effective. What we resolve today will help us to be more able to develop in our future. Creating more half funded/finished projects is potentially obstructive for our community.

Who is driving this and why? What foreign investors are driving this development? Why are AT setting this in motion without revealing actual details at such short notice?

Why have we not been privy to any detailed Business Case that also may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes for the community?

I am appealing to your better senses over this sudden change of plan with long term effects. Are the public of NZ to be made vulnerable to council planning without due process yet again?

Please be aware that this proposal, another hugely controversial, unnecessary and impactful decision, has not being explained adequately to our communities with appropriate lead in time.

I support the local community who ask why this is happening.

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023.

- NoR 1 Proposed Rapid Transit Corridor Dairy Flat

Auckland Council Auckland Transport
Private Bag 92300 submissions@supportingrowth.nz
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz
Attn Mr J Duguid – Manager Plans & Places

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project,as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below.

As a long term resident of the area, we are not able to confirm from the changing nature of this proposal whether in future we will be directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective "well being", driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more. We view that this will affect property values over time.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) , Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland.

This process provided a degree of guidance for both the existing community and future prospective owners for the entire area.

Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023.

This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK.

Unfortunately, the forward planning of Auckland's Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale.

It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the

system.

This immediate policy change by the incoming government has become a significant intrusion into the process, when coupled with last year's Local Body elections, which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers.

So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community, we now have:

96.3

- a) A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;
- b) Guidance for growth in part, being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;
- c) The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1 in 100 year event;
- d) A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate;
- e) Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;
- f) A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes.

Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure, such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor.

In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30+ years.

While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently.

Who will provide more detailed information on these matters and the outcomes that we believe should be considered, as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

Auckland Transport(AT) and Waka Kotahi NZ Transport Authority(WK) are planning on securing two major initiatives with actions being taken in the last few weeks, to gain approval for a new Rapid Transit Corridor as a major road works program, for the Dairy Flat Valley as far north as Silverdale. If passed, this program will occur over the next 30+ years based upon Council's new Future Development Strategy (FDS) which replaces the previous Future Urban Land Supply Strategy expected from a few years ago.

The FDS looks to provide revised direction over the next 30 years and forms part of the Auckland Plan 2050. The problem with this is the need to change plans every 3-5 years! Mayor Brown has also shaken the tree and stopped the exuberant spending on a number of projects that do not relate to core business, something that was lost on previous mayor's at times.

AT and WK plans have moved very rapidly into a statutory phase. The FDS was passed by Council, which for obscure reason identified Dairy Flat as the suitable area for growth over the coming 30+ years and included in the Transport Planning was provision to run Light Rail to Silverdale. The plans that we have to deal with still include that as a possibility, regardless of the "new" political outlook i.e No Light Rail.

In an attempt to "lock in" this gold plated concept AT have served Notice of Requirement(NoR) to around 1000 households in the Valley. These are for either a program of upgrade works in the valley or for their dubious changes to a Rapid Transit Corridor(RTC), or both depending on where you are.

These concepts differ from the couple of public meetings over the last couple of years held by AT/WK locally for the public.

With notices having arrived a couple of weeks ago, formal submissions close midnight Thursday 14 December 2023. So not much time for anyone to digest a couple of thousand pages of highly technical dialogue, come to terms with it and then determine what your legal position may be. This is a deliberate ploy by AT to minimise feedback and objections.

-In the short time that most of the above policy changes have occurred, local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30+ years.

-Some information about this proposal - see map below

Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur, in order to support both the Metro Centre and RTC economics, so becomes **the most significant driver for all subsequent decisions.**
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive, expensive zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).
- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements, NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent. Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

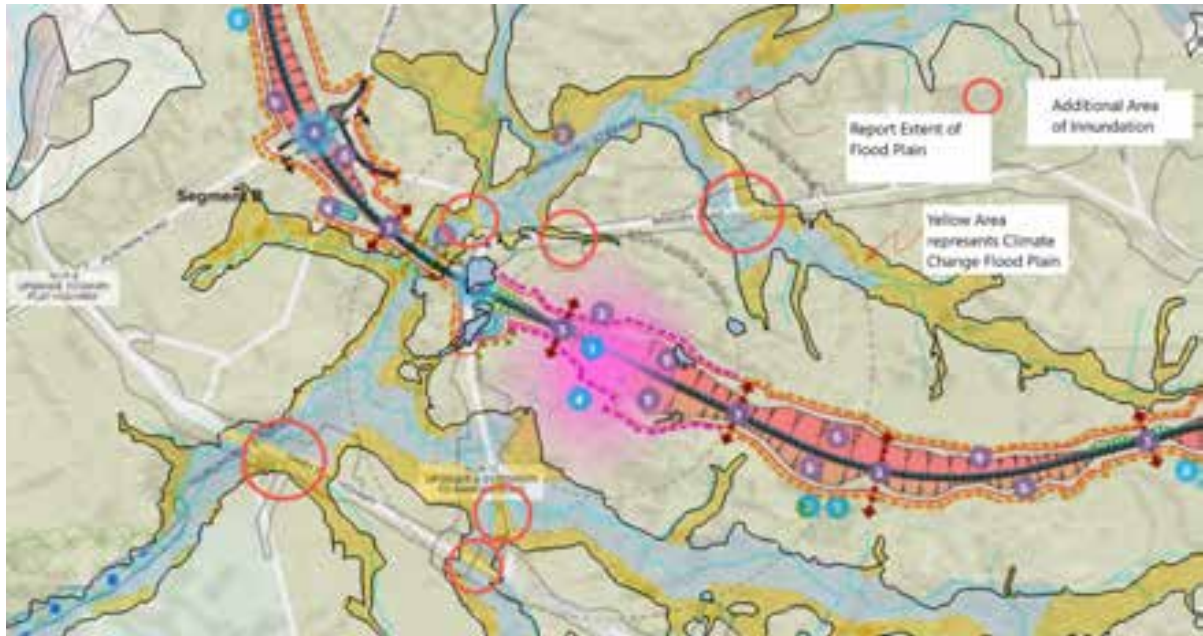


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop” study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of their own properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC, at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. These are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.
- 12 In the information released, there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre, as the FDS was not adopted until only two weeks prior to the NoR’s being issued. No evidence has been presented as to other options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding.

This is another dispute that Aucklanders will not be wanting to support when far more pressing and appropriate issues need funding in Auckland and NZ overall.

Regards Victoria
Sent from my iPad

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1033] Notice of Requirement online submission - Glenda Stones
Date: Monday, 4 December 2023 8:45:49 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Glenda Stones

Organisation name:

Full name of your agent:

Email address: glenda.df@hotmail.com

Contact phone number:

Postal address:

1 Green Road
 R.D. 2,
 Dairy Flat
 Auckland 0792

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: North: NOR 9 Upgrade to Dairy Flat Highway between Dairy Flat and Albany

The specific provisions that my submission relates to are:

Rapid Transit Corridor especially around Dairy Stream Rd and Bawden Rd, proposed town centre location and changes to Dairy Flat Highway between Dairy Flat and Albany - NoRs 1,8 and 9

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, NoR 8 and NoR 9 Dairy Flat Highway • RTC through Dairy Flat countryside - south of Postman's Road, through lower part Dairy Stream Road and Bawden Road, the area is low-lying, flat and a flood plain. Floods with heavy rain. • Using RTC to connect Milldale to State Highway 1 and provide a bus route after being diverted through Dairy Flat countryside - this would be better served with access to State Highway 1 beside Milldale itself or combing the access with that for Millwater. (Milldale is just beside State Highway 1). Would also be a lot cheaper and quicker for commuters. • RTC would be better alongside current State Highway 1 - some land already available - would be a lot less costly and easier. The current route for the RTC would involve major earthworks and provision for potential flooding. • Understand that the Dairy Flat town centre is now going to be around Grace Hill Drive. While this area is higher up and doesn't flood, unfortunately the access road is Bawden Road which at this end definitely does flood. Therefore the town centre could be cut off by flooding on a regular basis. The town centre would be better sited around the current Dairy Flat shops where Kahikatea Road meets the Dairy Flat Highway. This area is high up and flat and not as prone to flooding. • The new intersection joining Bawden Road to Dairy Flat Highway and the access road to the Green Road park from the Highway are rather close together. Would it be better to combine the two roundabouts rather than have two in close proximity to each other. This would help traffic flow. • It is disappointing that even though the AEE has acknowledged that the NoRs will lower the value of the affected properties and cause a significant impact and upset to property owners, that these have still been lodged. Considering the time frame of 30 years plus when the properties will be needed, to lodge these on properties now, is very premature and grossly unfair.

I or we seek the following recommendation or decision from Auckland Council:
to route the RTC along State Highway 1 (the motorway), to re-think location of proposed town centre and changes along Dairy Flat Highway. to remove NoRs that are for works that are not proposed to be carried out for 30 plus years (if ever).

Submission date: 4 December 2023

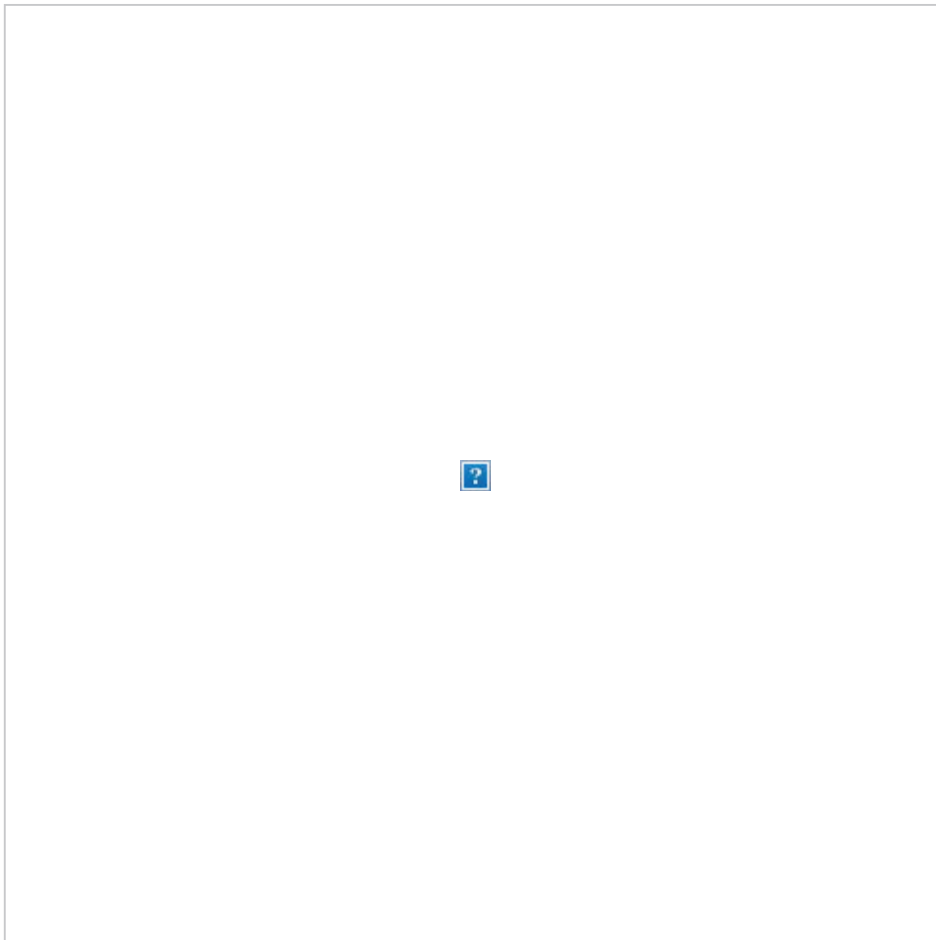
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Attn Mr J Duguid – Manager Plans & Places

RE: Joint Notification of Notices of Requirement by Auckland Transport(AT) and Waka Kotahi NZ Transport Agency(WK/NZTA) to protect routes in Dairy Flat , Redvale, Stillwater, Silverdale and Wainui East, dated 13 November 2023. - NoR 1 Proposed Rapid Transit Corridor Dairy Flat

My name is Justin Stockenstrom and I am submitting my objection to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 2 Horseshoe Bush Road, Dairy Flat. As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

The relief we request is for the Withdrawal of Notice of Requirement 1 for reasons described below and wish to be not heard at the Hearing.

As a long term resident of the area, we are not directly on the route planned by NoR1, but we are an Affected Party, due to the very broad impact that it has on the entire community, its function both individually and its collective “well being”, driven in part by the level of uncertainty that this project brings with it, for the next 30 years or more.

This proposed NoR process has an immediate and far reaching effect on the existing community for a proposal that may never see the light of day, at local ratepayers expense, as the process is unfunded as presented and most likely unsupported by the incoming government.

1.0 Background

Following the adoption of the Auckland Unitary Plan and it becoming Operative in 2016, which was guided in part by the Future Urban Land Supply Strategy (FULSS) Auckland Council have subsequently adopted the non statutory Structure Plan for the Silverdale West area. The assumptions within the Structure Plan were guided by the FULSS and set out indicative time frames for regional development and Live Zoning, to cater for the projected growth of the North catchment for Auckland. This process provided a degree of guidance for both the existing community and future prospective owners for the entire area. Since that time, and post Covid, Council have now had a major reassessment of all of the principles and projections established during that lengthy process, and have replaced the forward planning described in the FULSS with their very recently adopted Future Development Strategy(FDS) in November 2023. This contains extensive redirection of resources, amends a number of targets made relating to how, when and where growth will occur in the North Region, as well as the rest of Auckland. These changes go to the heart of the NoR process that is currently being driven with haste by AT/WK. Unfortunately, the forward planning of Auckland’s Transport Strategy, was also in part guided by the policy direction of the previous government, and in particular, the inclusion as a primary feature, Light Rail to the North, as far as Silverdale. It is very clear that the new National Government will not have the same directive and has clearly voiced cancellation of any prospect of Light Rail coming across the Harbour to the North. Light Rail is very clearly cost prohibitive as an option, and other solutions exist that can provide equal performance at much lower cost and provide greater flexibility in design of the system. This immediate policy change by the incoming government

has become a significant intrusion into the process, when coupled with last year's Local Body elections , which also initiated a number of changes, including the FDS as described above, as a means of grappling with spiralling cost and debt for Council and Ratepayers. So the initial Project Brief has changed recently and dramatically. The problem that arises from this is that as a Community , we now have:

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A proposed very expensive transport solution that is both unfunded and is based upon a Project Brief that has changed dramatically;

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Guidance for growth in part , being driven by a non statutory Structure Plan, which is based in part upon incorrect assumptions i.e inconsistency in flood plain levels;

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The region suffering badly from the affects of extensive flooding earlier this year which we understand were around a 1in 100 year event;

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A Spatial Plan which has been hastily revised to accommodate a relocation of the "key driver" of the Spatial Plan in Dairy Flat, being the relocation of the proposed Metro Centre to ensure that it lies outside revised flood plains, however other supporting commercial and residential THAB development will have to either mitigate flooding issues or not eventuate ;

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Numerous assumptions made in a wide range of supporting documents for the Centre's location that are now inconsistent with the updated flood plains, refer fig 2;

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A detailed Business Case that may have been based upon insufficient or outdated data and outcomes, which may contribute to vastly different financial outcomes. Some of these broad issues are identified below as substantial issues, in the establishment of where key infrastructure , such as a Metro Centre AND its critical supporting development, e.g where the RTC and intensified Residential Zoning should be located, which directly affects the viability of the proposed RTC corridor. In the short time that most of the above policy changes have occurred , local residents have been kept in the dark, until the very recent release of the NoR's and Transportation Strategy affecting the valley. With the release of some 2000 odd pages of technical documents and financial assumptions, 4 weeks prior to the Christmas break, does not do justice to either the work that the extensive AT/WK team that have put into this proposal and the entire communities ability to absorb it. And then have to take advice upon it and respond to an NoR prior to Christmas, that will have a direct impact on each family for the next 30 + years. While statutory rules allow for such an event to occur within the time frames set down under the RMA, it certainly is a clear injustice to the landowners who are already bearing the direct negative effects of such a ploy, such as those trying to sell their properties currently. We will provide more detailed information on these matters and the outcomes that we believe should be considered , as a way of considering wisely the optimum outcomes to embrace the reality of growth, while not prejudicing one part of the wider community, at the future hearing.

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My name is

Philidia Gray and I am submitting my objection to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 2 Horseshoe Bush Road, Dairy Flat. As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

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- **NoR 1 Proposed Rapid Transit Corridor Dairy Flat**

My name is Youngwoo Kim and I am submitting my **objection** to the joint application by AT & WK/NZTA for the proposed route protection for a future proposed Rapid Transit Corridor(RTC) through the Dairy Flat Valley from Albany to Wainui East, as Owner at 98A Wilks Road Dairyflat.

As a resident of the Dairy Flat community where we reside, we are opposed to the proposed NoR #1 for the RTC project, as it has been described in the extensive documents recently released by the applicants for the reasons outlined herein and which we will elaborate on at the public hearing to be convened by Auckland Council, at some future date yet to be confirmed.

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Key Issues

- 1 The Spatial Plan adoption has been deferred until some point in the New Year by Auckland Council Planning and Environment committee at it's last meeting and they are requesting further information. The Spatial Plan dictates the location and where medium/high density residential growth needs to occur , in order to support both the Metro Centre and RTC economics, so becomes the most significant driver for all subsequent decisions.
- 2 There are no assessments that have been released or referred to on the viability and /or compliance with various National Policy Statements for the development of the major flood plains immediately adjacent to the proposed location of the Metro Centre, for supporting Residential development. The reports in the AEE are limited to infrastructure for (The RTC Corridor) up to the NoR boundary only and do not report or assess environmental effect on surrounding Medium/High Density Residential Zones, critical for Project Viability.



Fig 1. AT Design Interventions to proposed Metropolitan Centre (using Albany as example within 400m radius) Refer SG AEE Reports for details re roading or RTC. Circles indicate 200m,400m,800m radius.

- 3 There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.
- 4 There is no ability for private development companies to cost effectively obtain insurance for proposed development in flood prone areas adjacent to the Metro Centre.
- 5 The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced twice already this year, up to or exceeding the 1 in 100 year predictions.
- 6 The Metro Centre may become fully isolated in such an event unless the three primary supporting roads are raised above that flood line. This has the flow on effect of then requiring all surrounding properties to be raised to a similar amount, requiring an extensive , zone wide earthworks program, at extraordinary cost to mitigate flooding (Not incl in DBC).

- 7 This will in turn then potentially exclude most supporting development opportunities due to cost and compliance issues i.e NPS Fresh Water and Wetlands management under RMA rules.
- 8 Additional mitigation works that will be required for development undermines the AEE re Landscape Statements , NPS Fresh Water, NPS Urban Design and Biodiversity compliance, as stated within the AEE reports, albeit based upon their desktop modelling only. Differing Report sections are using different flood data creating inconsistent results.
- 9 Figure 2 below shows Blue Flood Plain Report Area in Urban Design Assessment which is based upon incorrect data. AC 2023 Flood Zone includes blue AND yellow zones indicating a much greater extent . Red circles show inundation of roads which cut off all access to Metro Centre, based upon existing road levels. The Urban Design assessment assumes flooding runs under existing roadways whereas new levels confirm inundation of all roads surrounding the Metro Centre, isolating it completely (red circles in fig 2). We would anticipate a significant commentary on this key issue.

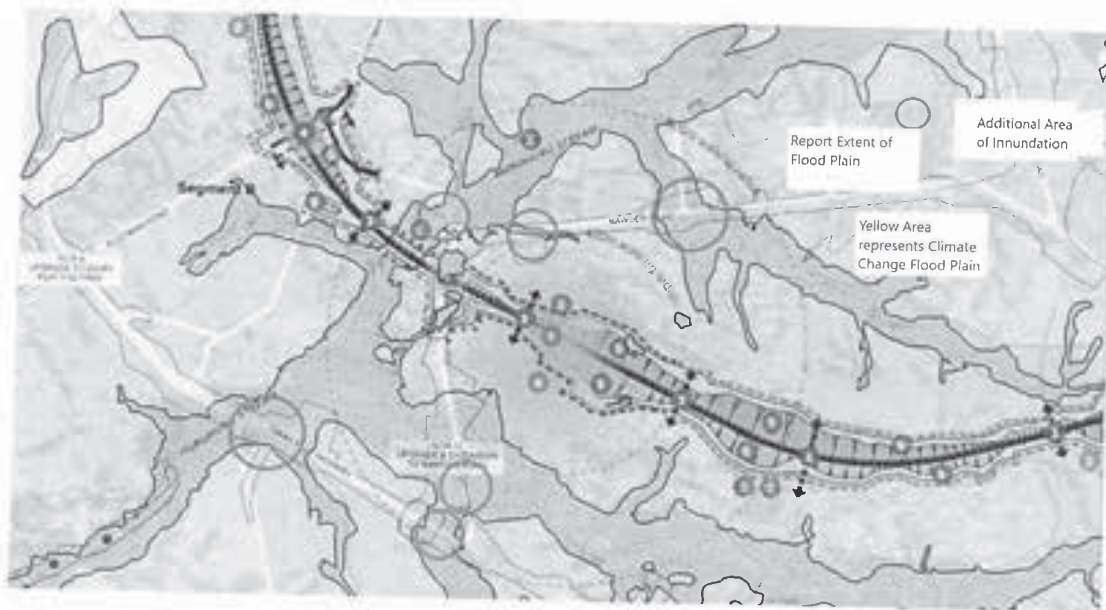


Figure 2 Report conflicts using WRONG Data.

- 10 Within the AEE assessments released it has been stated that **only 2% of the subject properties have had site based assessments** carried out with the remainder being a “desktop “ study only. This is not the basis upon which 900 landowners and the wider ratepayers of Auckland should have to suffer from additional extensive financial burden or loss of use or amenity of **their own** properties.
- 11 The analysis of the combination of the Metro Centre location and the RTC indicates some very expensive development costs that do not appear to be addressed. The RTC , at this point requires an excavation “cut” into the hillside of what was Grace Hill, of some 20m in depth. This results in a very expensive earthworks program and an equally expensive development program for the commercial space for the Metro Centre buildings. They will require extensive engineering and will have challenging topography and geotechnical issues to be dealt with. **These** are costs that do not appear to be addressed in the DBC as they will be third party costs of developers, not AT/WK. But they should still form part of the overall economic performance of the Concept as promoted. There is no evidence provided of any geotechnical test bores having been done to confirm assumptions.

- 12 In the information released , there does not appear to be an adequate Sec171 consideration of Alternatives for the Metro Centre , as the FDS was not adopted until only two weeks prior to the NoR's being issued. No evidence has been presented as to other options for a Metro Centre and its surrounding supporting infrastructure, that is not subject to very high environmental risk. i.e flooding
- 13 The Transportation Strategy, as a "response" to the Spatial Plan , does not appear to have had the benefit of adequate analysis of available data or the options that could eventuate, to ratify the optimum routing of key infrastructure , such as the RTC, other than relying on scant desktop studies for guidance.
- 14 The AEE assessments are targeted at the areas within the NoR's and do not address the status of adjacent supporting development, which is also critical for overall project success. These risks will lie with private developers and will have to comply with significant compliance challenges, such as NPS Fresh Water or Wetlands under the RMA. These impacts have been ignored but figure 3 below shows the extent of compliance and mitigation issues , particularly for Riparian margins around water courses and wetlands.
- The red circles indicate areas of roadway that become completely inundated in a 1 in 100 year event . Note that the flood plains consume approx. 1/3 of the available land targeted for THAB, MDRS and higher density apartment development adjacent to the Metro Centre catchment (outer circle 800m dia. Inner circle 400m dia.)

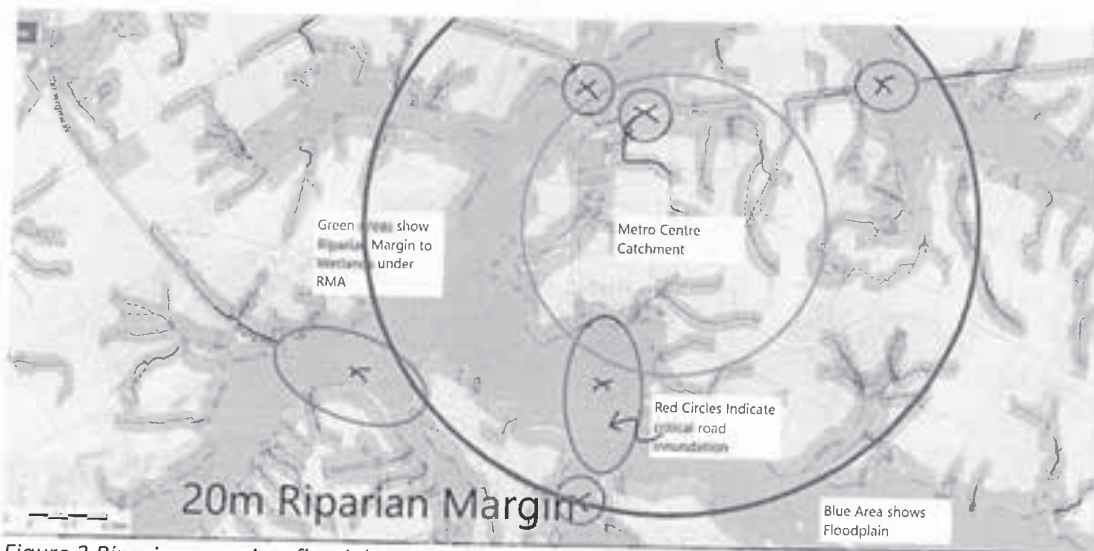


Figure 3 Riparian margins, floodplains and wetlands.

- 15 No analysis has been included that identifies solutions for the East/West segregation of the community by the proposed RTC route. While the AEE indicates that this is a significant issue, and while the Urban Design Assessment indicates the need for such supporting interventions, these do not appear to have any direct project cost identified with the numerous indicative locations outlined in the Urban Design section of the DBC and NoRs.
- 16 In respect to the economics of the Spatial Plan, as it has yet to be completed, a key driver for the entire concept is Employment Density of both the Metro Centre zone and the interrelationship with all adjacent Business /Employment zones. The most recent study released by Market Economics indicates that new communities may require an employment ratio as high as 1.4 jobs /House Hold Unit. This was established by Council in ME's study for Warkworth June 2019, but has not been applied to the Spatial Plan for Dairy Flat. If we are identifying a residential density of 41,000 HHU's then we may need

to be looking at Business Zone Uses throughout the valley that generate in the order of 57,000 job equivalents. The Spatial Plan needs to address this and then accordingly, so does the Transport Plan, instead of the 22,000 jobs as currently projected by AC, as it potentially makes a significant impact on peak traffic demand flow assumptions.

- 17 The Assessment of Alternatives Vol1 Sec 20 states that the proposal “provides certainty to Landowners”. This is a gross overstatement of fact as existing landowners are being presented with an outcome of uncertainty for the next 30 years, with a direct loss incurring already, due to the uncertainty within the market . This reflects the NoR process may be overstretching the intent of the Act and in particular, using the process in such a manner for an unfunded project, over such an extended time frame.
- 18 The Well Being of existing Owners is put to one side and ignored with the focus being placed on the Well Being of prospective owners in 40 years time, as indicated in the analysis of Social Impact.
- 19 Current Financial projections for the Project are based upon P50 allowances which are subject to significant change and challenge as to project viability. Scope of Work for the Project appears to have significant assumptions made, due to lack of key design information i.e geotechnical reporting on Land Suitability and Cost Implications, broad cost assumptions made solely based upon desktop studies, which may inadequately address full project risk.
- 20 Comprehensive Site investigation studies need to occur prior to any NoR’s being registered against property titles, as project financial sensitivity is already lacking. The Schematic Design presented to date is based upon desktop analysis for 98% of the project works on site.
- 21 Full Cost Benefit Analysis has yet to be disclosed with all supporting information, such as comparative analysis with the shorter , quicker and potentially considerably lower financial risk option of running the RTC(as a busway variant) permanently adjacent to SH1 through to Milldale. Indicative costs released to date confirm that the significantly higher cost project(Light Rail multi-mode) presented to date will only generate an additional 6-8% passenger uplift, while adding another 10-15mins on the journey at 3 or more times the capital cost and at least twice the project risk. We only have to look at the City Rail tunnel project to see what that means.
- 22 The alternative route location can be supplemented with Feeder Routes by electric buses into the Dairy Flat area if need be, at grade and in well planned solutions that do not segregate the entire valley from East to West. This is proposed already as the “30 year temporary RTC solution” within the current planning, providing a busway solution alongside SH1. Current international initiatives for additional Bus based systems are showing significant improvements at much lower capital cost, with performance figures now getting close to Light Rail systems i.e “Quickways”.
- 23 Comprehensive analysis of the such a low cost entry risk solution , which also offers flexibility of design and operation over time and , may also confirm a much lower whole of life cost , thereby lowering both current and future cost and delivery risk for Auckland ratepayers for many years to come. Route protection issues, at least in the near term , are significantly reduced, thereby providing otherwise seriously impacted existing landowners a huge relief and improved Well Being. The ongoing project risk over the next 40-60 years is also significantly reduced.

Requested Outcomes

A. Immediate withdrawal of existing NoR #1

- B. Review of the Spatial Plan including full analysis of Metro Centre Location in areas that are not flood prone, including supporting residential/commercial development. i.e move to higher ground, possibly to an area North of Postman Road. This then also provides opportunity to move all infrastructure away from high risk zones, including critical supporting higher density Residential Development and integrate into new Business zones.
- C. Complete full market analysis of Business Employment demand for the entire catchment and target zoning that provides a minimum employment ratio of 1 job per HHU(Household Unit). This includes the potential to review the Structure Plan accordingly, to make better use of the least flood prone areas in Dairy Flat valley. i.e delete Heavy Industrial and include greater mix of Business Uses/Zoning in accord with market analysis, to increase Employment Density in current Industrial Zone. i.e consider Live /Work solutions so that any RTC system benefits from the significant increase in density, adjacent to RTC system which is based upon a busway style system i.e Quickway.
- D. Include another station within the current Structure Plan or adjacent to the Motorway area to support increased Employment Density and surrounding residential, possibly on upper levels. i.e obtain maximum land utilisation on higher ground. The Structure Plan areas north of Postman Rd can benefit from significantly improved drainage with the introduction of greater discharge capacity, as it's a "man made" flood plain issue potentially caused by inadequate pipe capacity flowing under Dairy Flat Highway. Consideration of higher efficiency land use will assist in widening opportunities to meet employment, education , health and community services, rather than a low employment, car -centric solution currently promoted by Council.
- E. Consider following the experience of other markets i.e Australia, in how to secure Corridor Protection and ACQUIRE LAND EARLY as being the most effective way in saving project costs.
- " , any delay in acquiring land for a corridor can add materially to the cost of a project. Accordingly, the savings from corridor protection are likely to be maximised if the corridors are acquired now."*
- Ref "Corridor Protection- Planning and Investing for the Long Term Jul 2017"
www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
- F. Create an acquisition funding mechanism to commence the acquisition process early, then issue NoR's , as done in Australia, that then works to ALL parties benefit. They have proven it works. This probably needs an acquisition fund of \$200-\$300m to get the project initiated for NoR #1.
- G. The current project is unfunded , unsupported and under designed, making it very high risk for all parties. It needs to be reconsidered to better match the current and near term environment for Auckland.
- H. A project of this magnitude, wide social impact and involving both Local and Central government requires thorough consideration, supported by appropriate site investigation and strategy, that will achieve enduring multi party support on the many decades that they may take. It needs to be well funded from the initial steps to be successful. Establishing that funding structure must therefore be the first step, prior to any process that either undermines well established communities or does not have secure funding capacity for the work required, including acquisition , in the near term.

NOR 1 - NEW RTC (ALBANY TO MILLDALE)

OUTCOMES AND OPPORTUNITIES PLAN - SHEET 2 OF 5

- 1 Strategic context
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- 9 Outcome 9
- 10 Outcome 10
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LEGEND

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- 19 Strategic context
- 20 Strategic context

OUTCOMES

- 1 Outcome 1
- 2 Outcome 2
- 3 Outcome 3
- 4 Outcome 4
- 5 Outcome 5
- 6 Outcome 6
- 7 Outcome 7
- 8 Outcome 8
- 9 Outcome 9
- 10 Outcome 10
- 11 Outcome 11
- 12 Outcome 12
- 13 Outcome 13
- 14 Outcome 14
- 15 Outcome 15
- 16 Outcome 16
- 17 Outcome 17
- 18 Outcome 18
- 19 Outcome 19
- 20 Outcome 20

LEGEND

- 1 Legend item 1
- 2 Legend item 2
- 3 Legend item 3
- 4 Legend item 4
- 5 Legend item 5
- 6 Legend item 6
- 7 Legend item 7
- 8 Legend item 8
- 9 Legend item 9
- 10 Legend item 10
- 11 Legend item 11
- 12 Legend item 12
- 13 Legend item 13
- 14 Legend item 14
- 15 Legend item 15
- 16 Legend item 16
- 17 Legend item 17
- 18 Legend item 18
- 19 Legend item 19
- 20 Legend item 20

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1133] Notice of Requirement online submission - Monika Benkovic
Date: Tuesday, 12 December 2023 5:45:14 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Monika Benkovic

Organisation name:

Full name of your agent:

Email address: jankobenko@gmail.com

Contact phone number:

Postal address:
27 Redvale Rise
RD4
Albany
Auckland 0794

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: North: NOR 13 Upgrade to East Coast Road between Silverdale and Redvale

The specific provisions that my submission relates to are:
27 Redvale Rise We were informed that we will lose existing access to our property

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

I object to having a notice of requirement registered against the title of my property. The reason for this is that Auckland Council can not provide any information as to an alternative access to our property - as were informed that we will lose our existing access.

I or we seek the following recommendation or decision from Auckland Council:
Provide detailed information about new access before registering a notice of requirement on the title.

Submission date: 12 December 2023

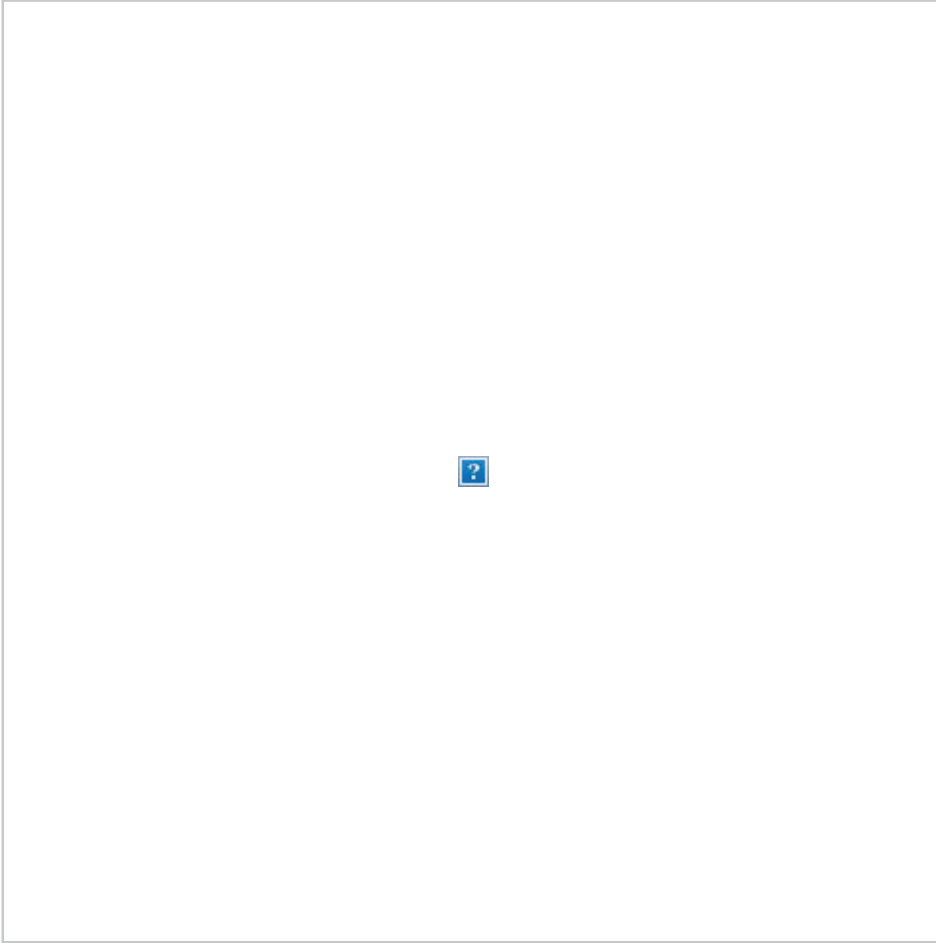
Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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