
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 3 – COPIES OF
SUBMISSIONS - NOR 2 & NOR 3**

**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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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:996] Notice of Requirement online submission - Petrus Louis Liebenberg
Date: Saturday, 18 November 2023 2:16:11 pm

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

Contact details

Full name of submitter: Petrus Louis Liebenberg

Organisation name:

Full name of your agent:

Email address: pierro@liebenberg.co.nz

Contact phone number: 021943991

Postal address:
83 Ahutoetoe road
Milldale
Auckland 0932

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 2 New Rapid Transit Station at Milldale

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:
Severe impact on my property

I or we seek the following recommendation or decision from Auckland Council:
My property will be exposed directly to SH1 if the embankment between the highway and my property is removed during the construction. Thereby removing all my privacy and exponentially increasing traffic noise

Submission date: 18 November 2023

Attend a hearing

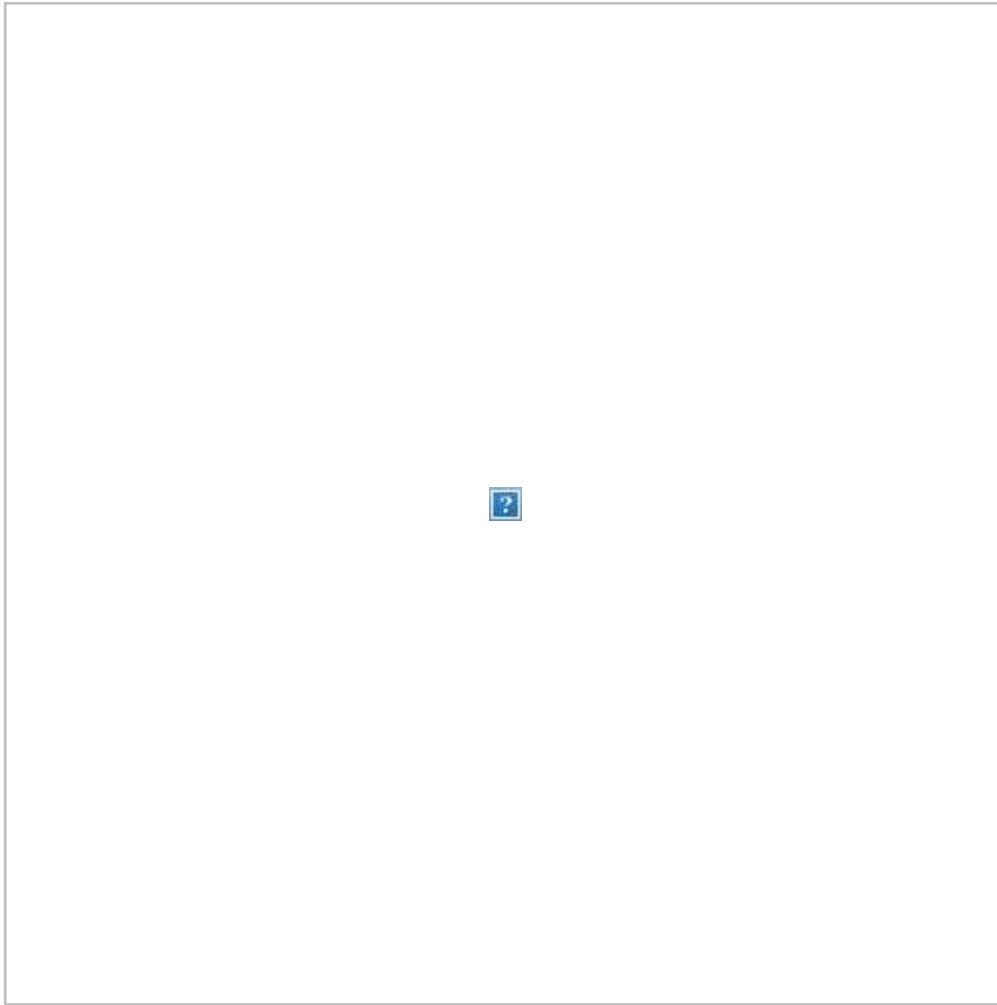
Do you wish to be heard in support of your submission? Yes

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:1008] Notice of Requirement online submission - Trustee of ZL Family Trust
Date: Friday, 24 November 2023 10:30:31 am

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

Contact details

Full name of submitter: Trustee of ZL Family Trust

Organisation name:

Full name of your agent:

Email address: sflzmill23@outlook.com

Contact phone number: 021886116

Postal address:
85 Ahutoetoe Road
Wainui
Silverdale 0932

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 2 New Rapid Transit Station at Milldale

The specific provisions that my submission relates to are:

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:

I would like to acknowledge that the Milldale New Rapid Transit Station (NoR2) project is an excellent initiative that has the potential to greatly benefit our community and transportation system. However, I am writing to express my concerns about certain aspects of the project and to kindly request that the authorities address and respond to these concerns.

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

It is my belief that while this project holds promise, we must also be vigilant in ensuring that it is implemented in a way that minimises any adverse impacts on the quality of life and well-being of the people living in the surrounding residential area. Specifically, I have observed that the station's location within a residential area could have significant consequences, particularly in terms of noise and pollution, which may affect the health and well-being of the residents. One of my primary concerns is the potential increase in noise and pollution, particularly dust, as a result of the transportation activities associated with the station. Unlike other bus stations on the shore, which are not situated within residential areas, the Milldale station's proximity to homes could lead to a higher level of pollution and noise. This, in turn, may adversely affect the health and well-being of the residents. Noise pollution from buses and the constant coming and going of cars, especially during peak hours, can disrupt the peaceful living environment that residents have enjoyed. Increased levels of dust from the transportation activities can have both short-term and long-term health effects and may contribute to respiratory problems. Community engagement: Involve the local community in the decision-making process and seek their input on potential solutions to address the concerns raised. I believe that by addressing these concerns and implementing the suggested measures, the Auckland Council and NZTA can ensure that the Milldale New Rapid Transit Station (NoR2) project is carried out in a way that is both beneficial to transportation needs and considerate of the well-being of the residents. This will help create a harmonious living environment and mitigate the potential negative impacts of the station.

Submission date: 24 November 2023

Attend a hearing

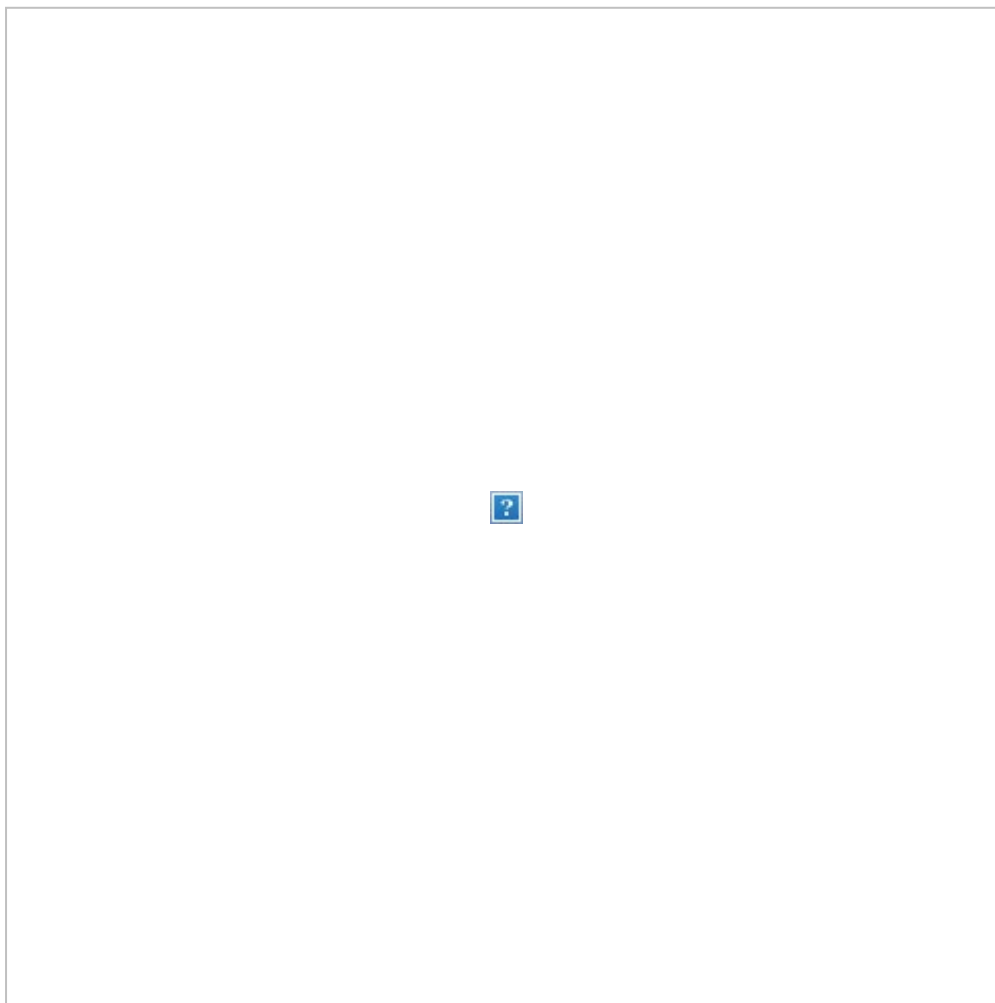
Do you wish to be heard in support of your submission? Yes

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:1014] 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:

Auckland 0932

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 2 New Rapid Transit Station at Milldale

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:

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.

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

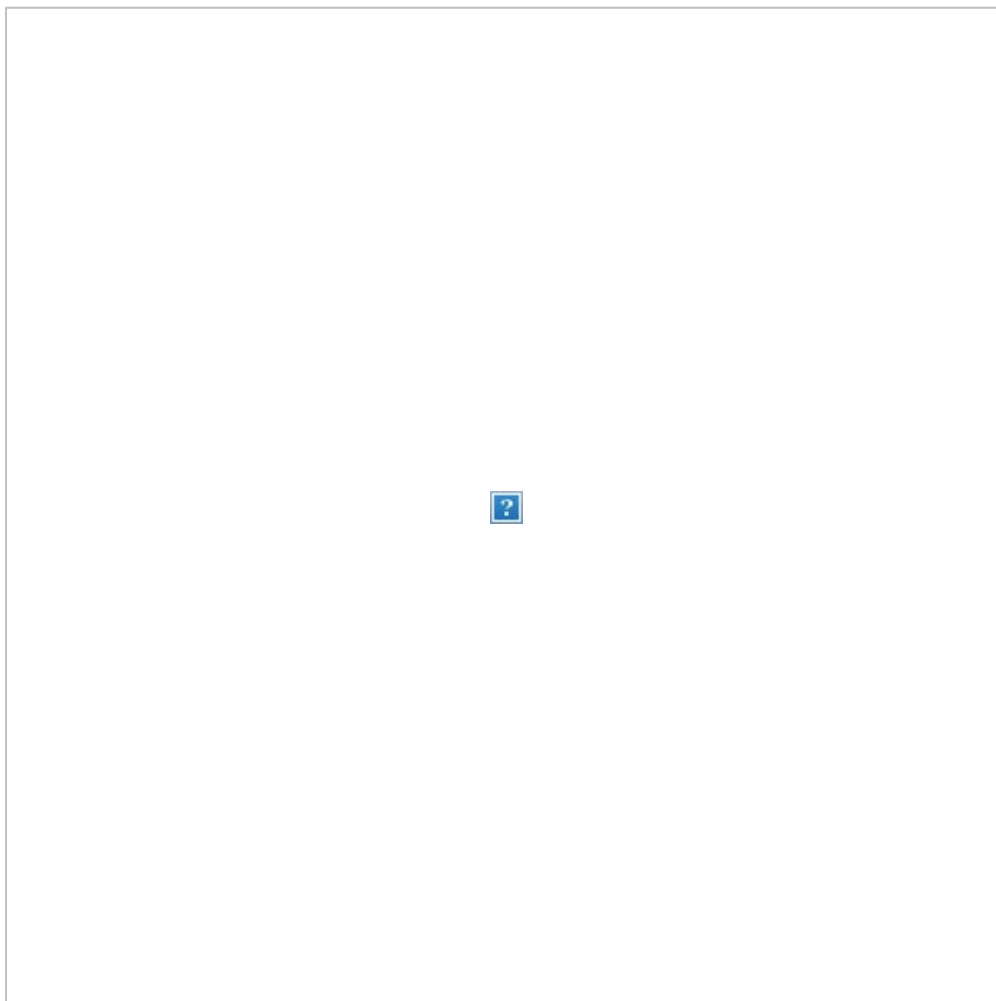
Do you wish to be heard in support of your submission? Yes

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,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1027] Notice of Requirement online submission - Timothy Peter Mathewson
Date: Sunday, 3 December 2023 4:45:12 pm

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

Contact details

Full name of submitter: Timothy Peter Mathewson

Organisation name:

Full name of your agent:

Email address: timm@activesurvey.co.nz

Contact phone number:

Postal address:
100 Ahutoetoe Rd
Milldale
Auckland 0932

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 2 New Rapid Transit Station at Milldale

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:

It will create a lot more noise at all times of the day. It will reduce my privacy. I am concerned about the increase of crime and anti social behaviour. There is already not enough off street parking for residents of Milldale. This will make even worse. I am concerned of the negative visual impact it will have from my house. It will have a negative effect the resale of my property.

I or we seek the following recommendation or decision from Auckland Council:
I do not want the bus station to be built opposite my property 100 Ahutoetoe Rd.

Submission date: 3 December 2023

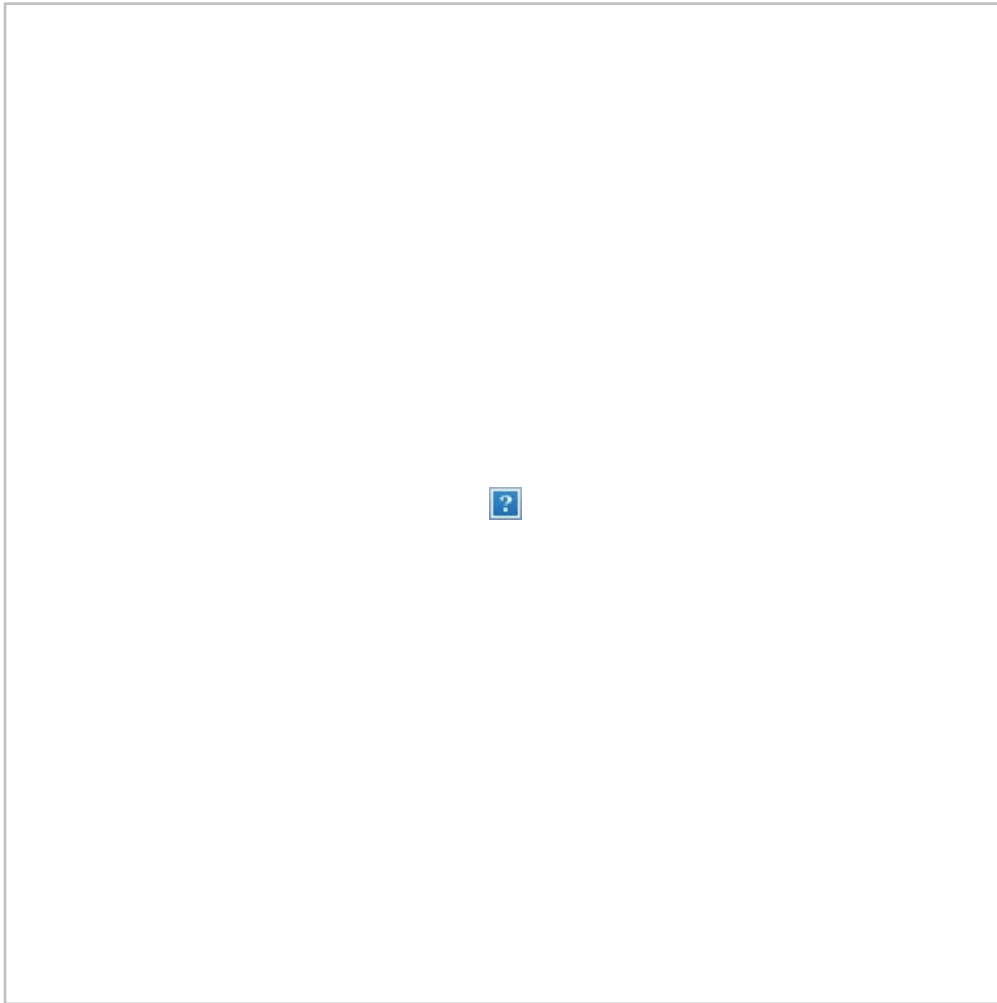
Attend a hearing

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:1057] Notice of Requirement online submission - Pouneh Ziae Zarifi
Date: Friday, 8 December 2023 7:30:23 am

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

Contact details

Full name of submitter: Pouneh Ziae Zarifi

Organisation name:

Full name of your agent:

Email address: pounehzarifi@yahoo.com

Contact phone number: 0210750156

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 2 New Rapid Transit Station at Milldale

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:

I am writing to express my strong objection to the proposed construction of a new rapid transit station and associated facilities within Milldale, as outlined in Notice of Requirement (NoR 2), submitted by Waka Kotahi NZ Transport Agency. Living in this community has always been centered around a family-friendly environment, and the prospect of placing a bus station nearby raises significant concerns. The potential increase in traffic poses a threat to our children's safety, creating a foreseeable disaster. I implore you to consider the detrimental impact this project may have on our community. Moreover, the small roads surrounding the proposed station are not designed to cope with the anticipated traffic surge. The addition of a single drop-off line is bound to cause significant congestion, turning our neighborhood into a de facto parking area for individuals utilizing the bus services. The proposed plan lacks consideration for the disruptions it will cause during construction, from noise disturbances to the imposition of massive construction machines on our small roads. I have conducted thorough research, and it is evident that bus stations are not typically situated in such close proximity to residential areas. This decision seems ill-conceived and overlooks the adverse effects on our neighborhood. Building houses is one matter, but introducing a bus station directly into the heart of our community is entirely unacceptable. I am firmly opposed to this plan, and I am prepared to take further action to ensure our concerns are heard and addressed. Our children deserve a safe and peaceful environment, free from the disturbances that this project may bring. I urge you to reconsider the implications of this proposal and engage in a comprehensive consultation process with the affected community before moving forward.

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

I strongly recommend that future stages of development in Milldale incorporate strategic location planning. It is imperative to proactively design the neighborhood and streets to efficiently handle increased traffic and accommodate the various aspects associated with the transit station. By incorporating thoughtful urban planning into future stages, we can mitigate the potential traffic issues and enhance the overall functionality of the community. This includes optimizing road layouts, integrating traffic management solutions, and ensuring that the neighborhood is designed

to coexist harmoniously with the proposed transit infrastructure. This proactive approach will not only address the current concerns but also contribute to the long-term sustainability and livability of the Milldale community.

Submission date: 8 December 2023

Attend a hearing

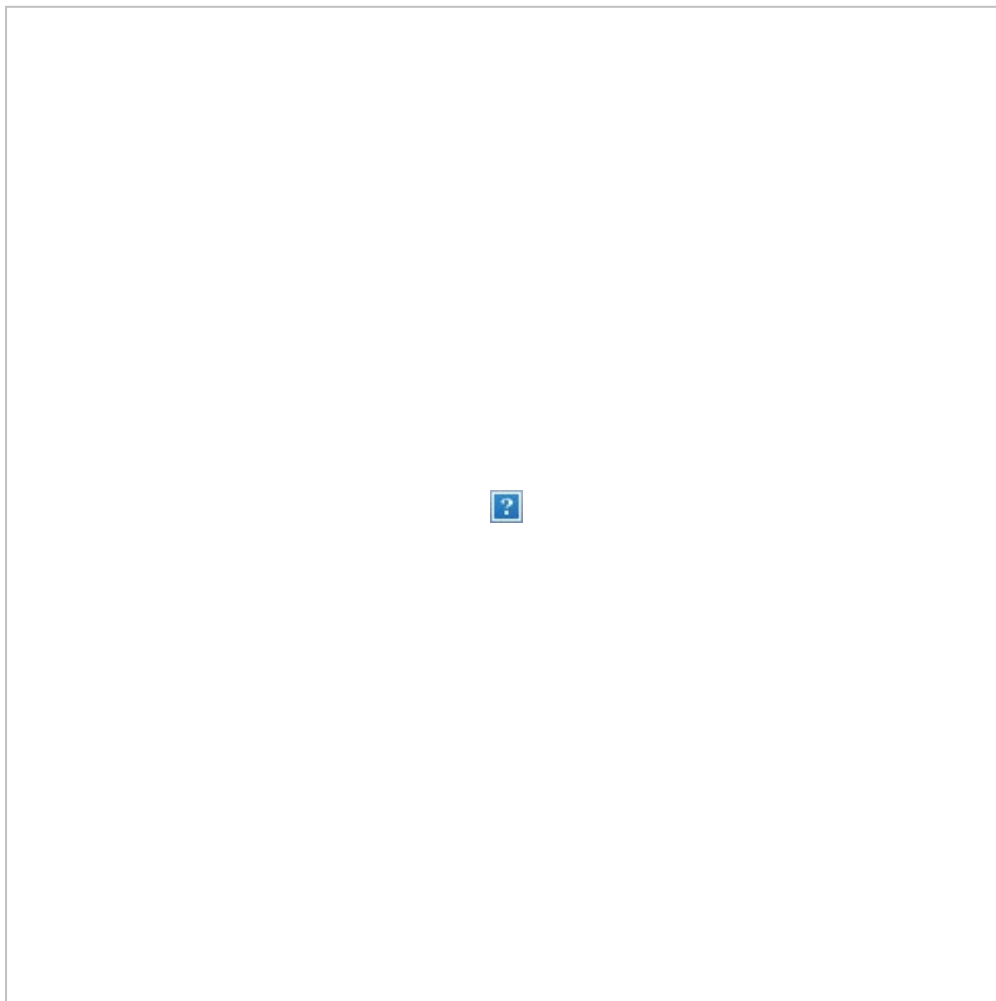
Do you wish to be heard in support of your submission? Yes

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

Declaration

I accept and agree that:

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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:1114] Notice of Requirement online submission - Manuhiri Kaitiaki Charitable Trust
Date: Tuesday, 12 December 2023 2:00:35 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 2 New Rapid Transit Station at Milldale

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.

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

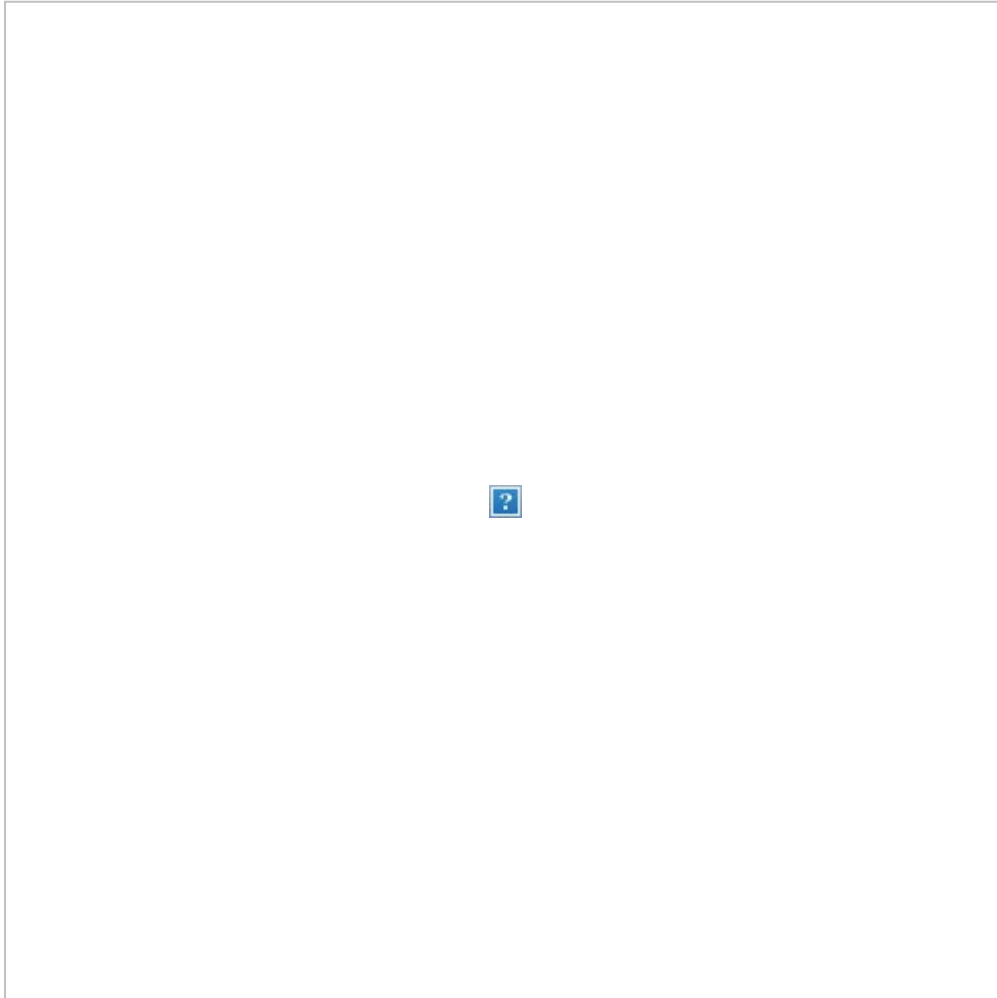
Attend a hearing

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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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:

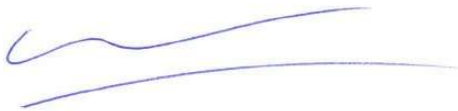
Advice Note:

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.



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

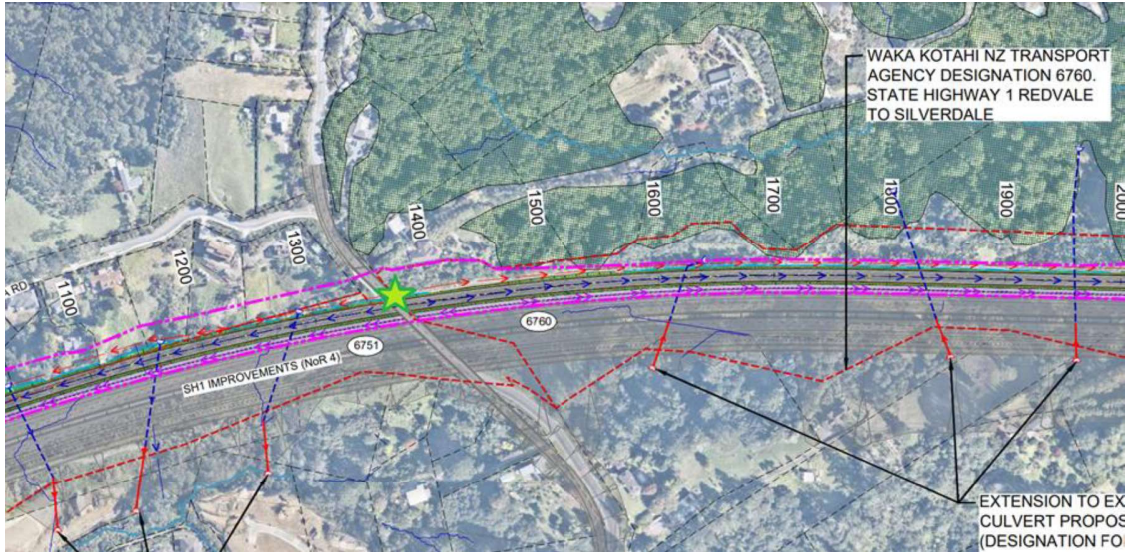
Impacted Telecommunication Facilities

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)





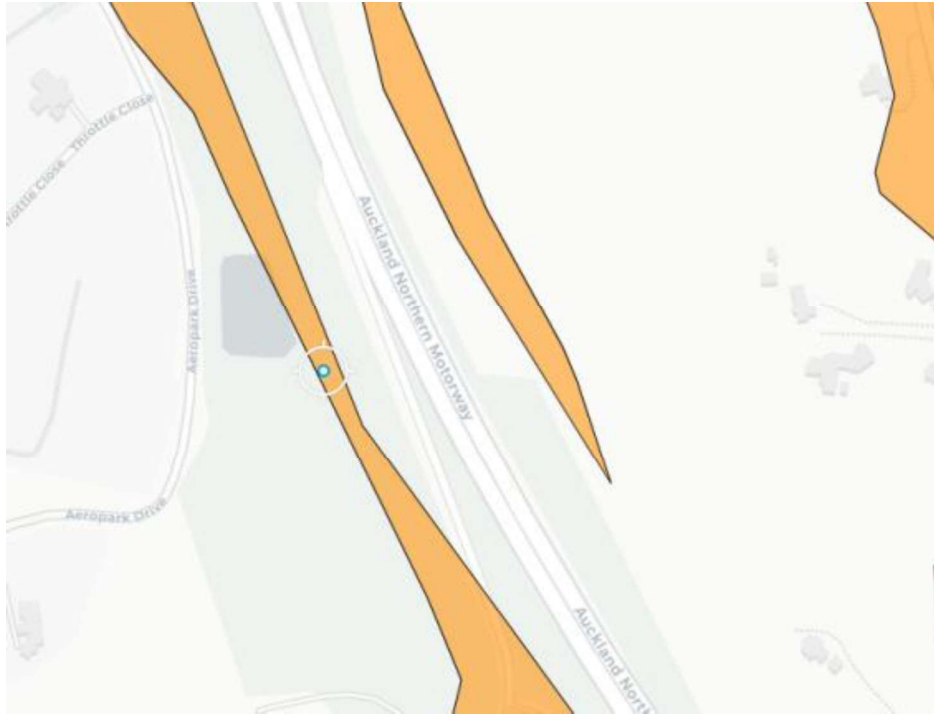
Connexa

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

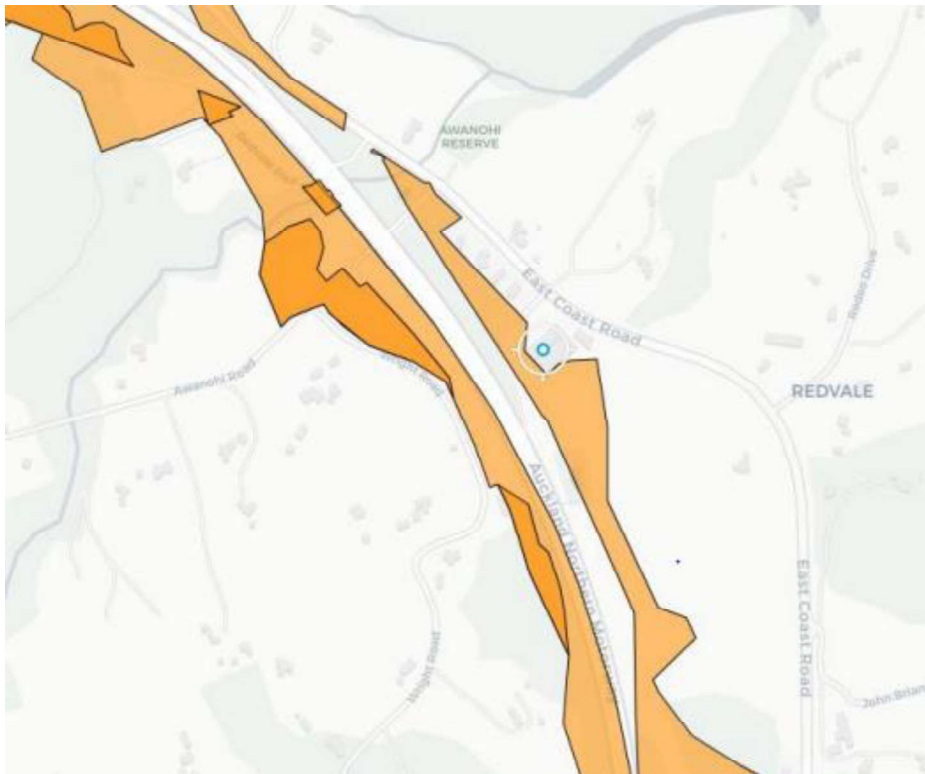
- Telecommunication pole on Silverdale Offramp (supporting 2degrees Network)



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



- Telecommunication pole on 170 East Coast Road (supporting 2degrees Network)

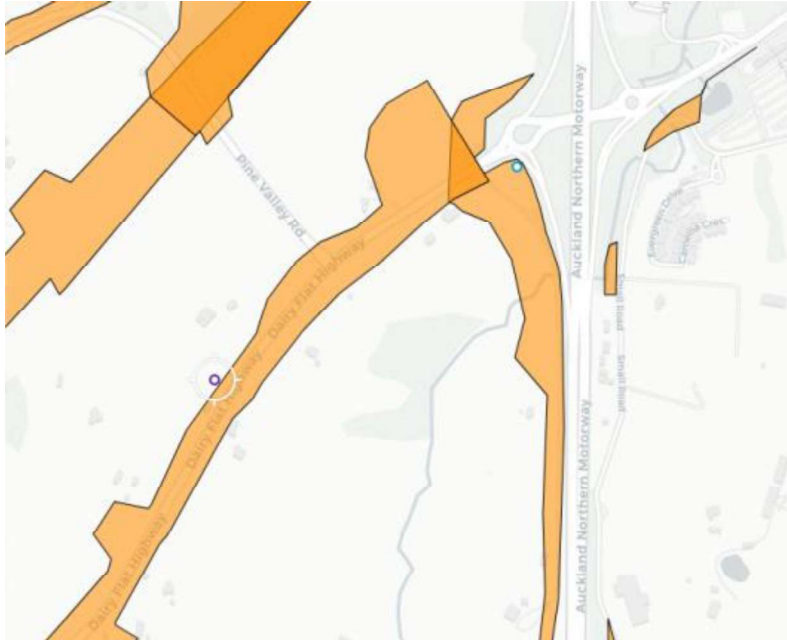


- Telecommunication pole on Lonely Track Road (supporting Spark Network)



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)



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.

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.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1225] Notice of Requirement online submission - Parks and Community Facilities
Date: Thursday, 14 December 2023 4:00:43 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 2 New Rapid Transit Station at Milldale
The specific provisions that my submission relates to are:
The effects of NOR2 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

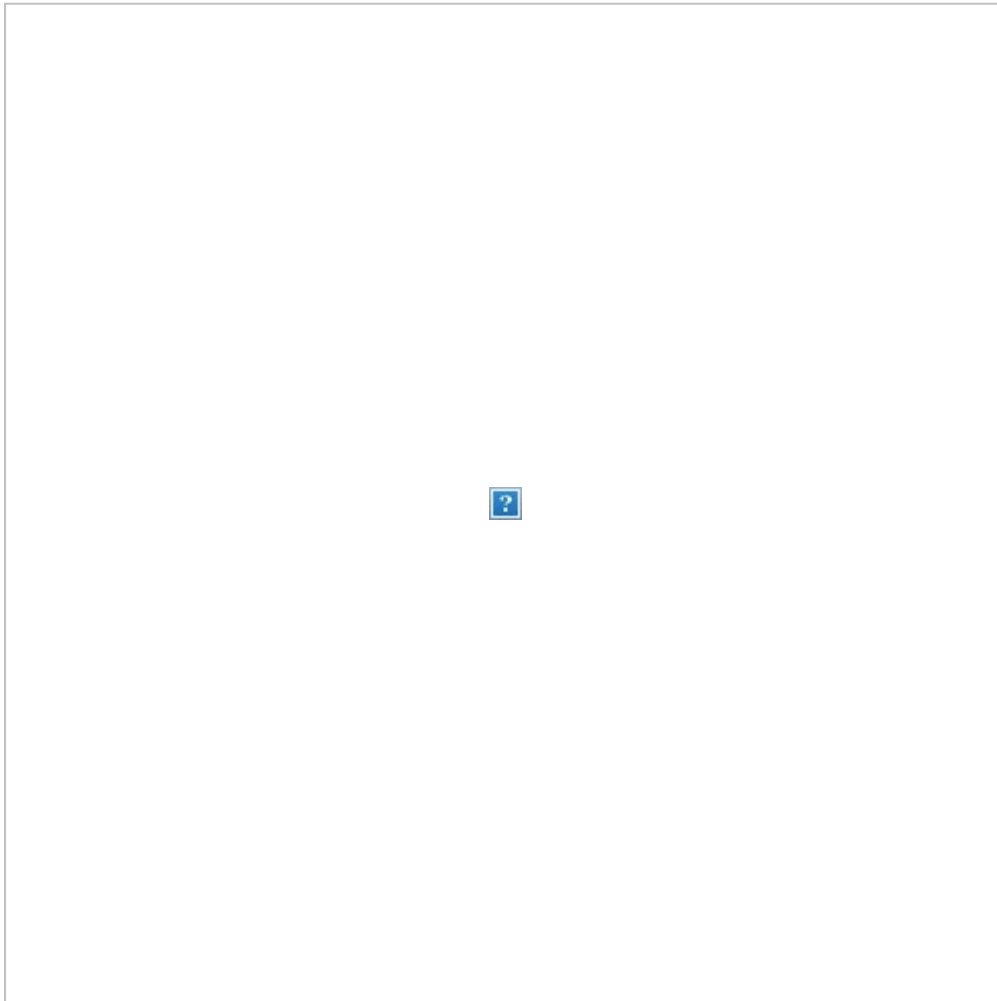
Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

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.



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) _____

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 2) New Rapid Transit Station at Milldale

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.

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 (“FHL D”)

1. FHL D makes this submission on a designation for a new Rapid Transit Station at Milldale, including transport interchange facilities and active mode facilities (“NoR 2”) 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. FHL D could not gain advantage in trade competition through this submission.
3. FHL D 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. FHL D wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, FHL D will consider presenting a joint case with them at a hearing.

OVERVIEW OF FULTON HOGAN LAND DEVELOPMENT LIMITED

6. FHL D 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. FHL D has also commenced earthworks at Drury in it’s latest Auckland development.
7. FHL D has an interest in NoR 2 that is greater than the interest of the general public. The proposed designation directly impacts property owned by FHL D in Milldale.
8. By way of background, FHL D 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.

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 2 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 2 as a whole.
12. FHLD **opposes** NoR 2 for the following reasons:
 13. FHLD opposes NoR 2 as the new Rapid Transit Station (and interchange facilities) at Milldale is directly linked to NoR 1 for a new 16km long Rapid Transit Corridor, which is a fanciful project, that without justification or funding, is unlikely to be constructed. NoR 2 (the new Rapid Transit Station at Milldale) will not be required if NoR 1 does not go ahead, and therefore NoR 2 does not represent the sustainable management of a natural and physical resource.
 14. 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.
 15. FHLD opposes NoR 2 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 2, and therefore FHLD requests that if NoR 2 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.

16. FHLD notes that NoR 2 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

17. FHLD seeks the following relief on NoR 2:
- (a) That NoR 2 be declined, and removed from the North Auckland projects, as it 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;
 - (b) If approved, that the extent of the designation boundary of NoR 2 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 Station (and interchange) at Milldale;
 - (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; and
 - (d) That Schedule 1 of the proposed conditions of NoR 2 be amended following review of the extent of the designation boundary; and
 - (e) 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

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

c/- Gregory Dewe, Operations Manger

Email: Gregory.Dewe@fultonhogan.com

SUBMISSION ON NOTICES OF REQUIREMENT FOR A DESIGNATION

**JOINT NOTIFICATION OF 13 SEPARATE NOTICES OF REQUIREMENT BY
AUCKLAND TRANSPORT AND WAKA KOTAHİ 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 Coulter 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 Coulter has given notice of each notice of requirement in a global way to the Submitter. It would be perverse if Ms Coulter 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 Coulter’s notification, the Submitter has been notified more explicitly in Ms Coulter’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



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**,

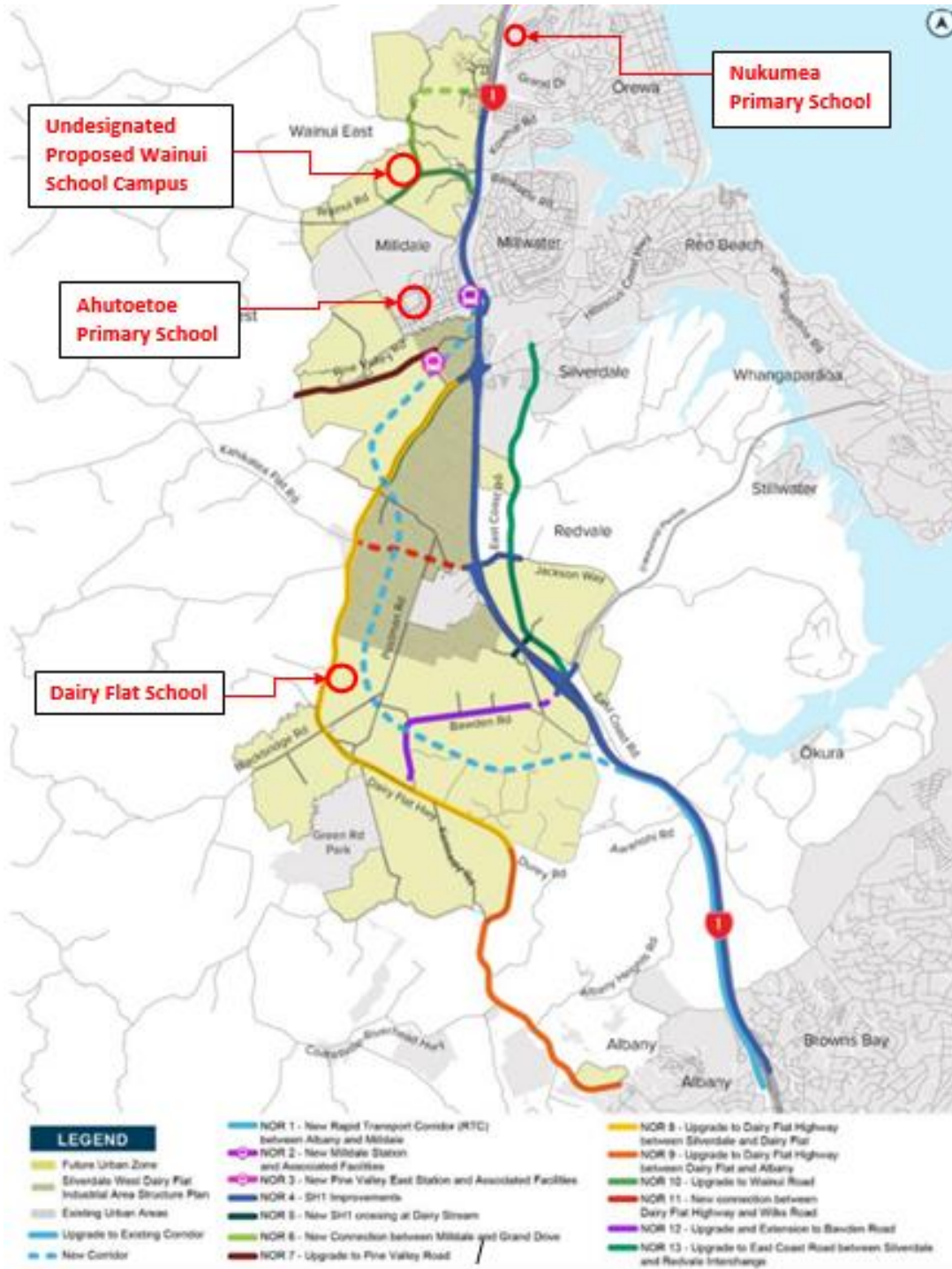


Figure 1: Project Overview - Location of NoRs in relation to the Ministry of Education's School Network.

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.

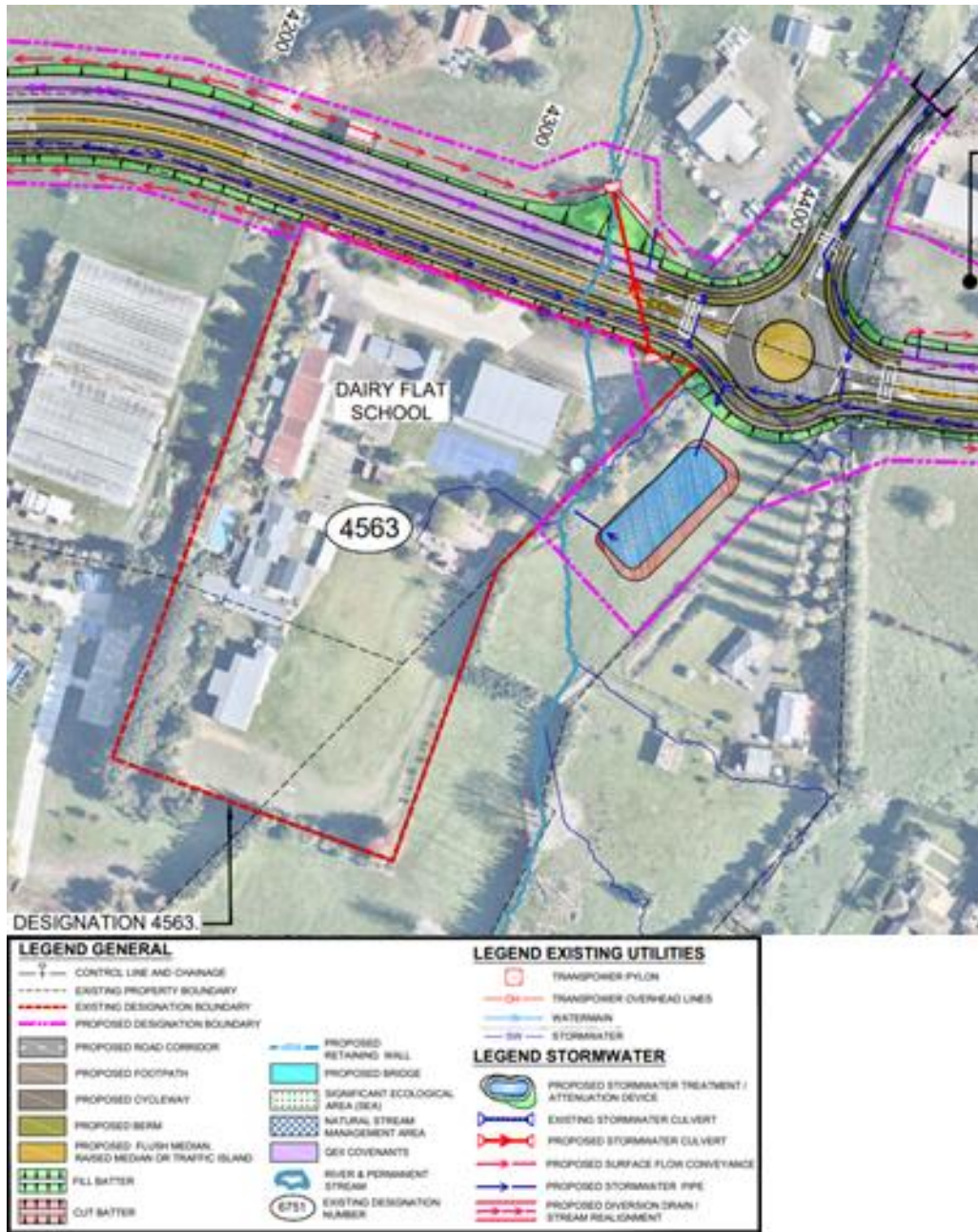


Figure 2: Proposed works in proximity to the Dairy Flat School

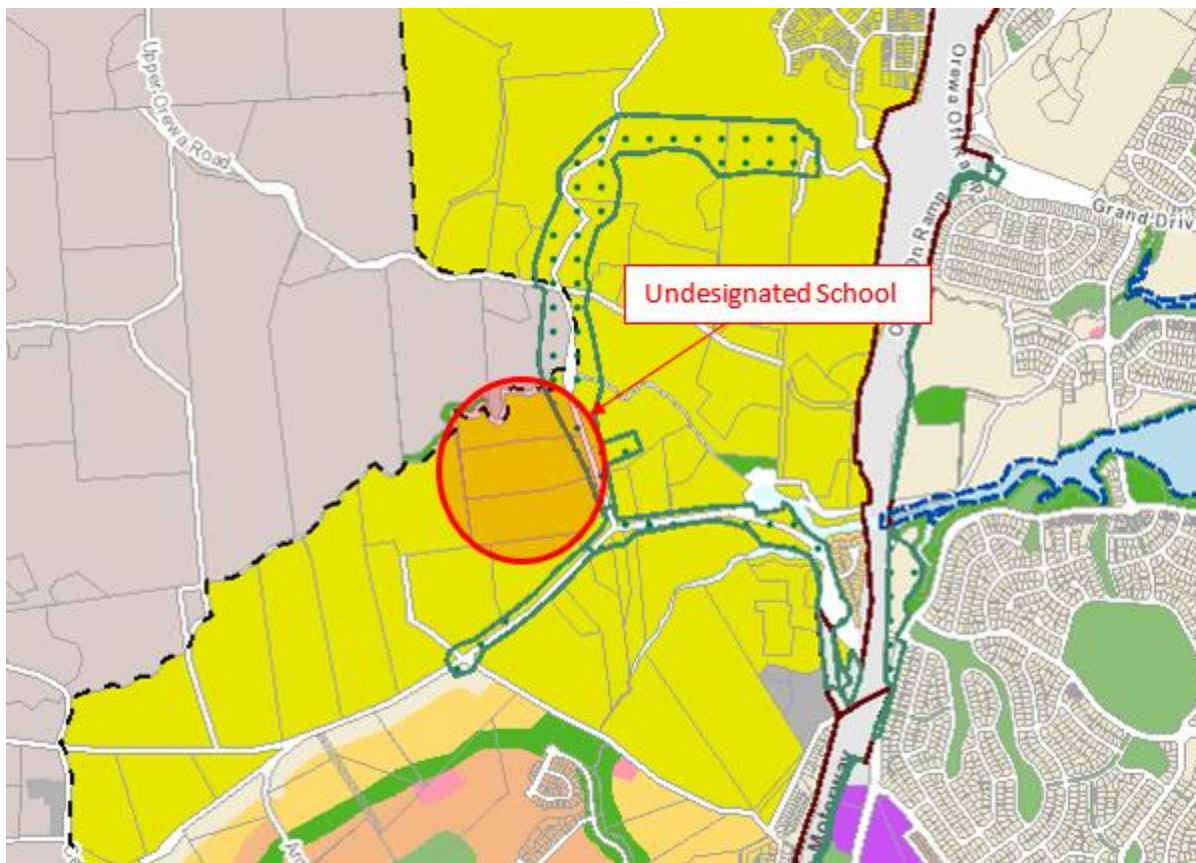


Figure 3: NoR 6 and 10 Footprints in relation to proposed Wainui School campus on Upper Orewa Road

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.



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

A handwritten signature in blue ink, consisting of a series of fluid, connected strokes.

Chris Horne
Consultant Planner for Ministry of Education

Date: 14 December 2023

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
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

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.

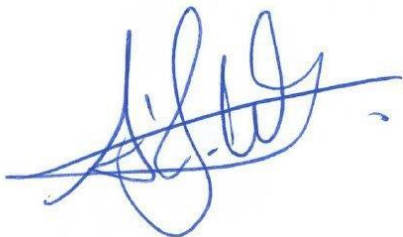
5. RECOMMENDATION SOUGHT

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

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)

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 2) New Rapid Transit Station at Milldale

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.

(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:

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.

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):

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- 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)

Mr Charles Richard Capstick & Ms Caroline Louise Burrows

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

PetParks Limited

Address for service of Submitter

1384/1374 East Coast Road, RD 4, Albany, Auckland 0794

Telephone:

09 473 8622

Email:

richardc4@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 (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):

1384/1374 East Coast Road, RD 4, Albany, Auckland 0794

Besides (NoR 4) we are affected by (NoR 1), (NoR 2), (NoR 5) and (NoR 17)

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: General Draft Submission (1384/1374 East Coast Road).pdf

(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

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.

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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
- (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.
 - **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.
 - **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.
 - **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.**
- 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.**
- 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.**
- 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.**

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,

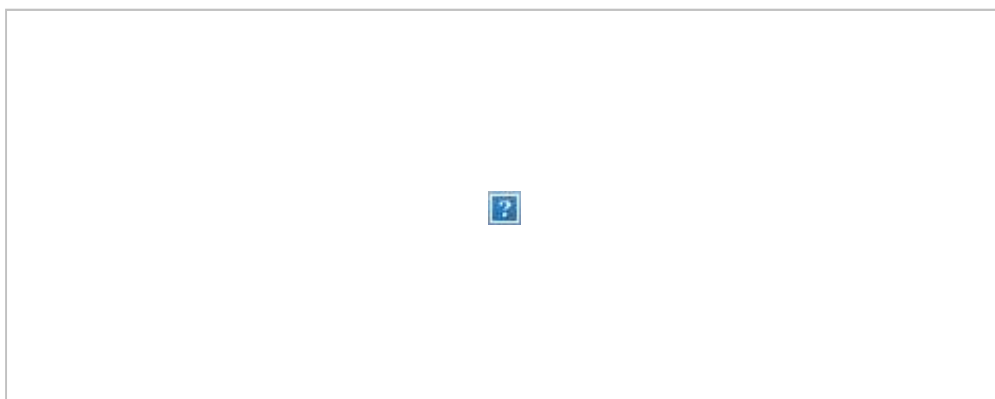
Attached is our submission form "north_nor1_2_4_5_17_form 21.pdf" and attached reasons for our views "General Draft Submission (1384/1374 East Coast Road).pdf", which includes further action detail requests (in red).

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



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<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>

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1063] 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 3 New Rapid Transit Station at Pine Valley Road

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 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 to 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

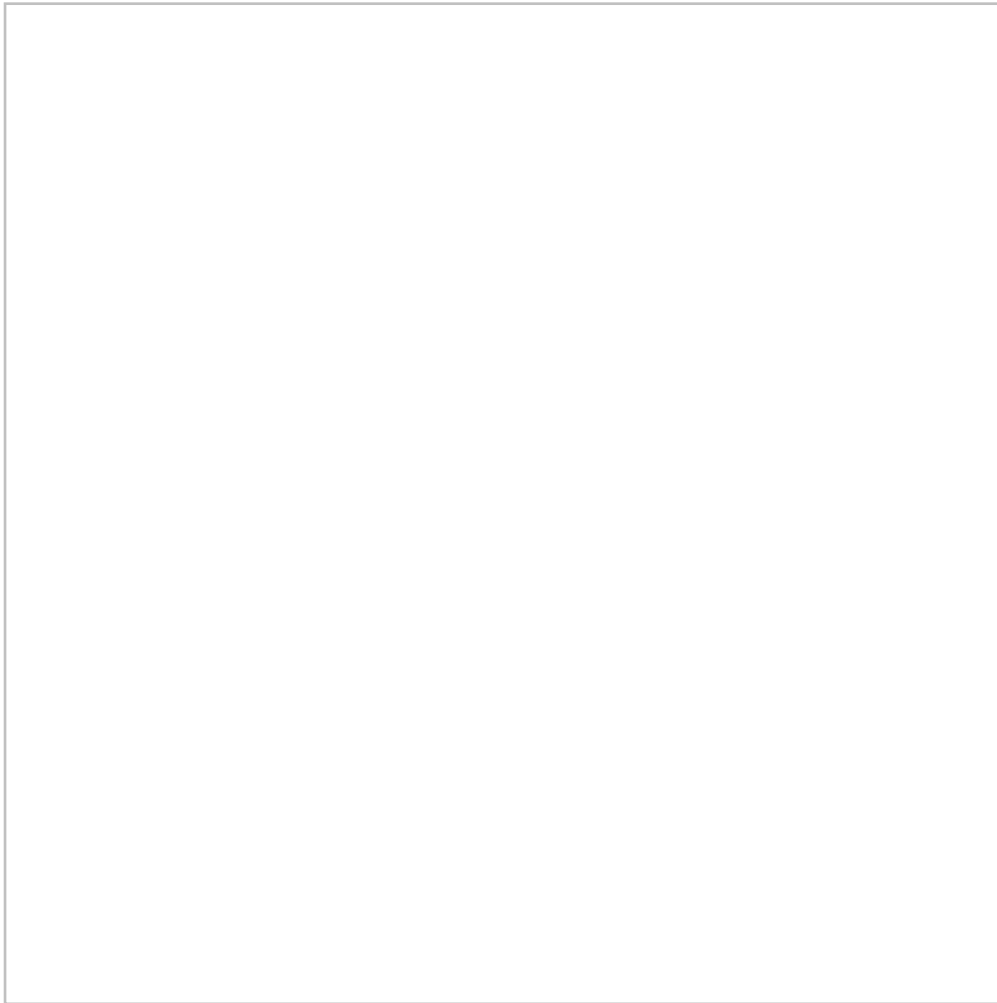
Attend a hearing

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:1084] Notice of Requirement online submission - Young Hwa Song
Date: Monday, 11 December 2023 1:30:13 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: 0210595938

Postal address:

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 3 New Rapid Transit Station at Pine Valley Road

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:

Submission for NOR3 I oppose this plan (NOR3) Designating the Pine Valley bus station for 30 years plan is a measure that restricts excessive land use. I hope the plan is reconsidered for a long term plan. This area is becoming a potential infrastructure condition for supplying land to address the shortage of housing. I believe designation a vast area for an excessively long term plan is an incorrect approach.

I or we seek the following recommendation or decision from Auckland Council:
I hope that my land to be developed by building houses as a previous plan.

Submission date: 11 December 2023

Attend a hearing

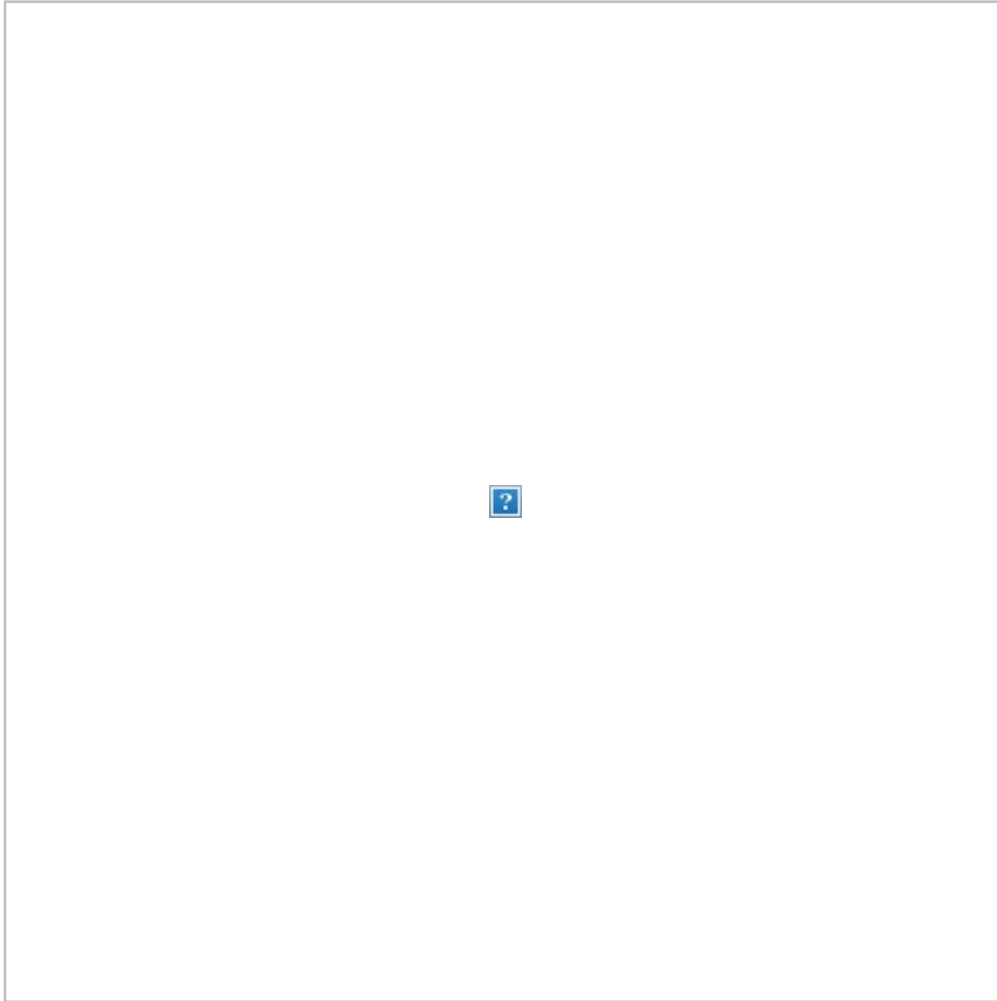
Do you wish to be heard in support of your submission? Yes

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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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1102] Notice of Requirement online submission - Francis Brian Halkyard
Date: Monday, 11 December 2023 7:31:17 pm

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

Contact details

Full name of submitter: Francis Brian Halkyard

Organisation name:

Full name of your agent:

Email address: brianhalkyard@gmail.com

Contact phone number: 0272440522

Postal address:
17 Lascelles Drive RD4
Albany
Auckland 0794

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 3 New Rapid Transit Station at Pine Valley Road

The specific provisions that my submission relates to are:
17 Lascelles Drive

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:

We are making this submission as property owners of 17 Lascelles Drive Dairy Flat. A Notice of Requirement is going to put many property owners under a lot of stress. Some of that stress will come from uncertainty. • Uncertainty over time horizons. • Uncertainty over the impact on property values. • Uncertainty over the impact of the above on the ease in which owners can sell their properties. • Uncertainty over zoning and land usage.

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

This could be mitigated by purchasing the land required on some of the affected properties at their current market value. While this would not be feasible for all properties, we submit that this could apply where the proportion of the land required is less than an arbitrary amount i.e. 20%. The land could be acquired, and the titles altered. This proposal would give certainty to current owners and potential future owners. This process (zoning and road planning and the consultations that have gone with it) have been going on a long time with. Landowners would appreciate some decisions made and clarity over the above points for future peace of mind.

Submission date: 11 December 2023

Attend a hearing

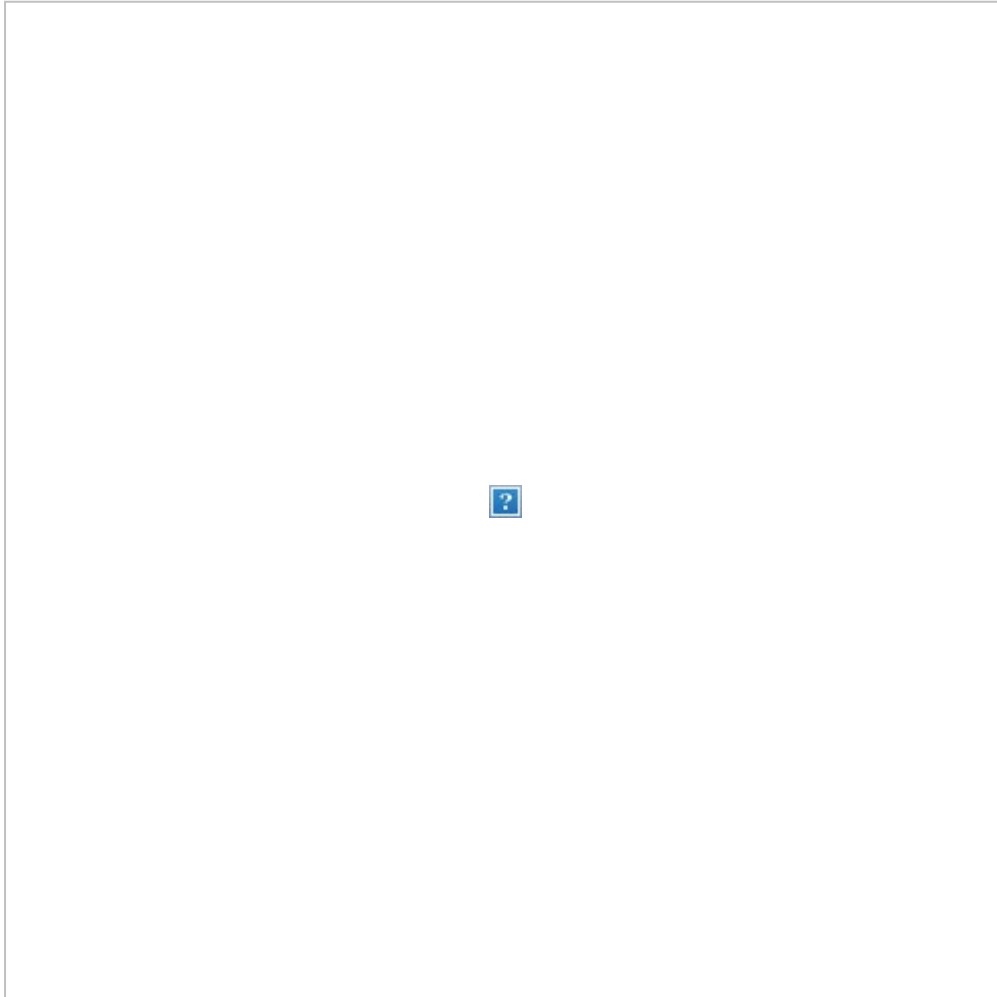
Do you wish to be heard in support of your submission? Yes

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

Declaration

I accept and agree that:

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- 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:1115] Notice of Requirement online submission - Manuhiri Kaitiaki Charitable Trust
Date: Tuesday, 12 December 2023 2:00:44 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 3 New Rapid Transit Station at Pine Valley Road

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.

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

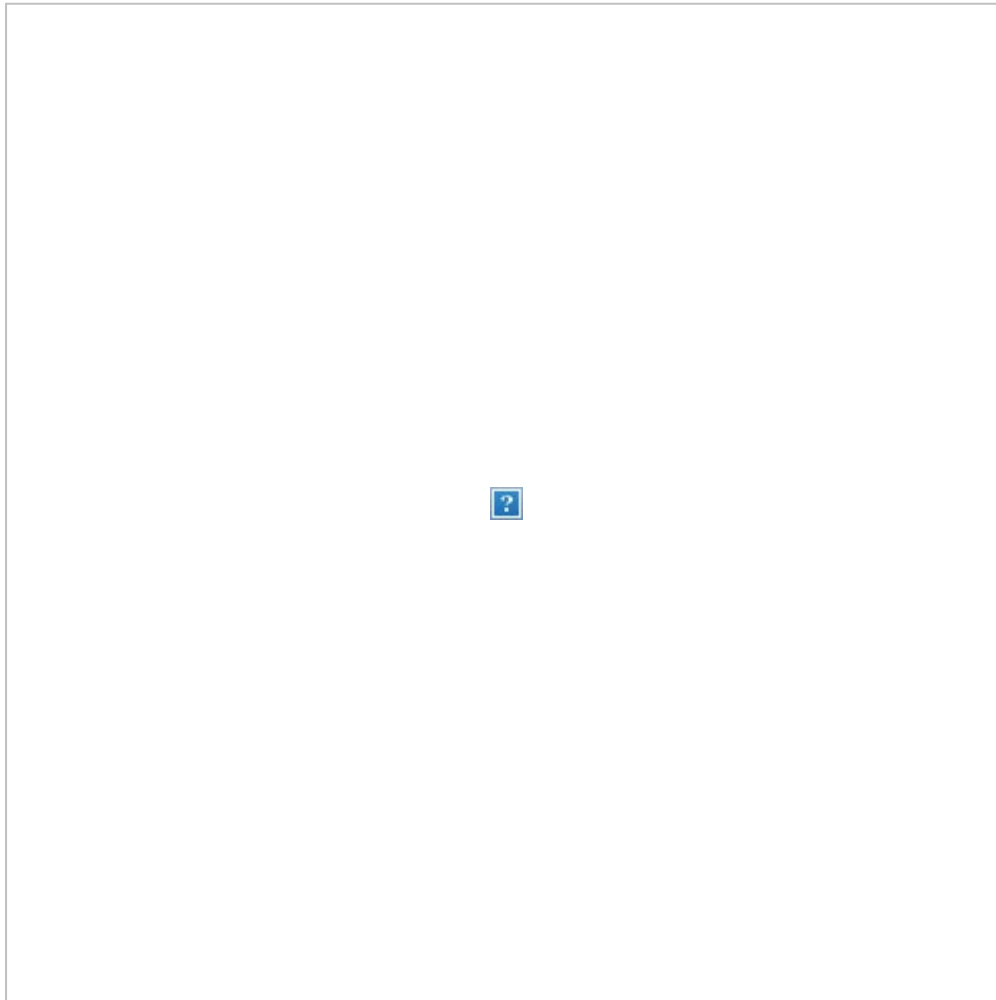
Attend a hearing

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,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1139] Notice of Requirement online submission - YoungJin Seo
Date: Tuesday, 12 December 2023 8:45:52 pm
Attachments: [Submission_NoR1_n_NoR3_20231212203911.357.pdf](#)

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

Contact details

Full name of submitter: YoungJin Seo

Organisation name:

Full name of your agent:

Email address: silverdalesoft2@gmail.com

Contact phone number: 0211860949

Postal address:
36 Old Pine Valley Road
Silverdale
Auckland 0992

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 3 New Rapid Transit Station at Pine Valley Road

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:
Please refer to the attached file "Submission_NoR1_n_NoR3.pdf" for detailed information.

I or we seek the following recommendation or decision from Auckland Council:
Please refer to the attached file "Submission_NoR1_n_NoR3.pdf" for detailed information.

Submission date: 12 December 2023

Supporting documents
[Submission_NoR1_n_NoR3_20231212203911.357.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.

**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

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 - 6.4 Mental and Anticipated Physical Damages.
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1. Introduction

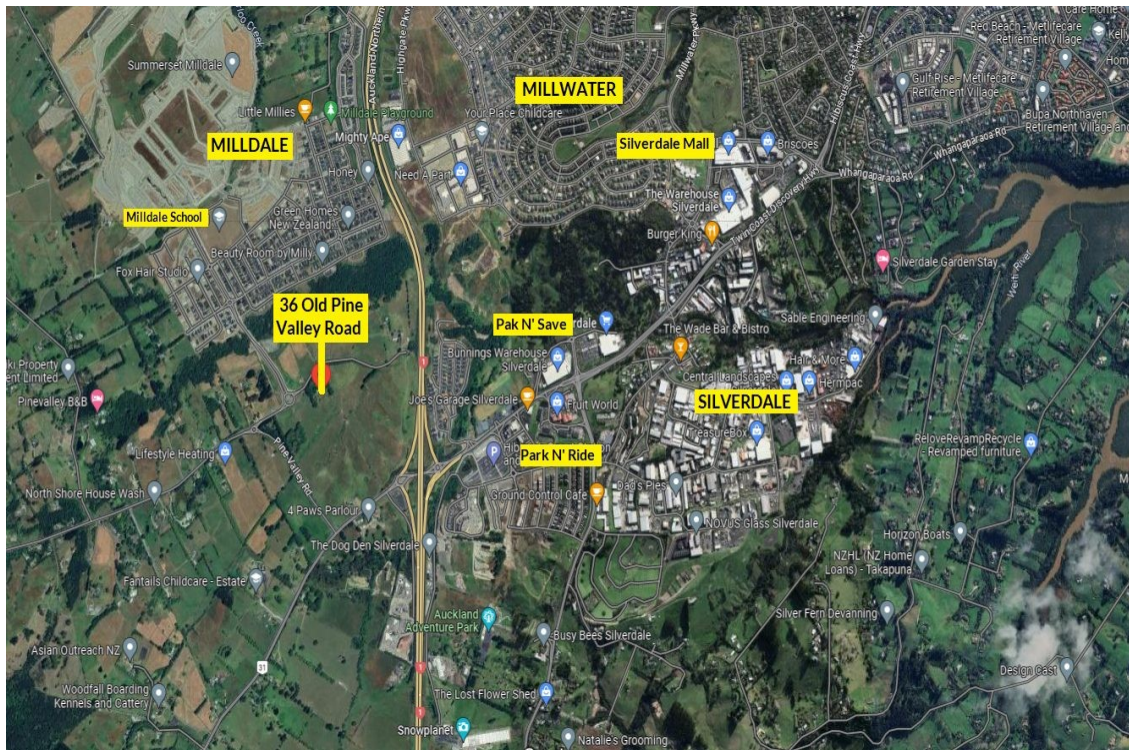
We are Seo Youngjin and Noh Jaehoe, a married couple. First, we would like to express our gratitude to the officials and experts who have been attentive to our opinions and have effectively communicated with us through the server submission. We purchased 36 Old Pine Valley Road in 2003 and have been 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.)



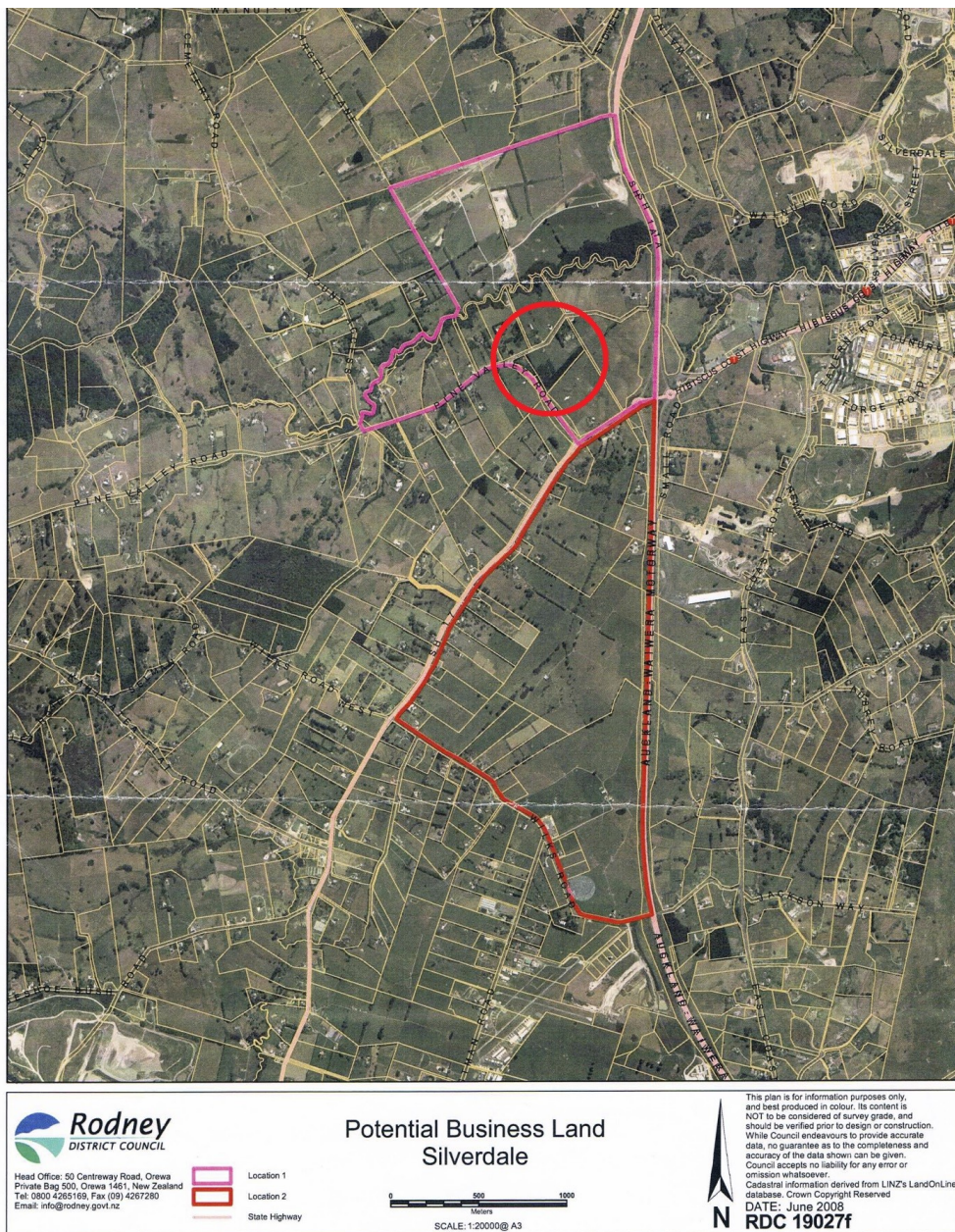
(Image2: Captured images of my house and its surroundings using a drone.)





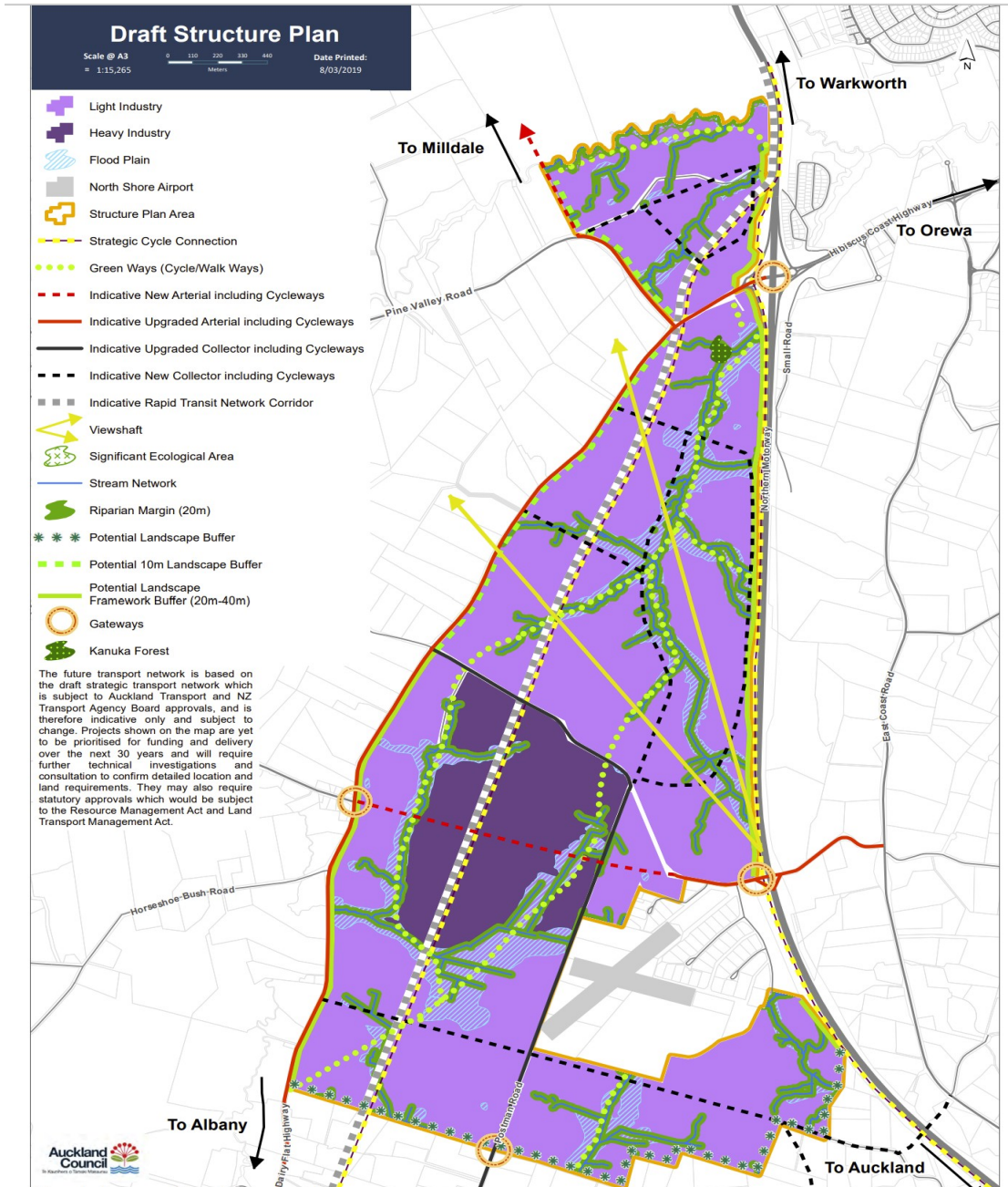
In 2008, the Auckland Council notified local landowners in Pine Valley East of their plans to designate the area as a Business Zone in the future. This communication included information about the development schedule, methods, and other relevant details.

(Image3: Received an image in 2008, indicating future business zone development for our land.)



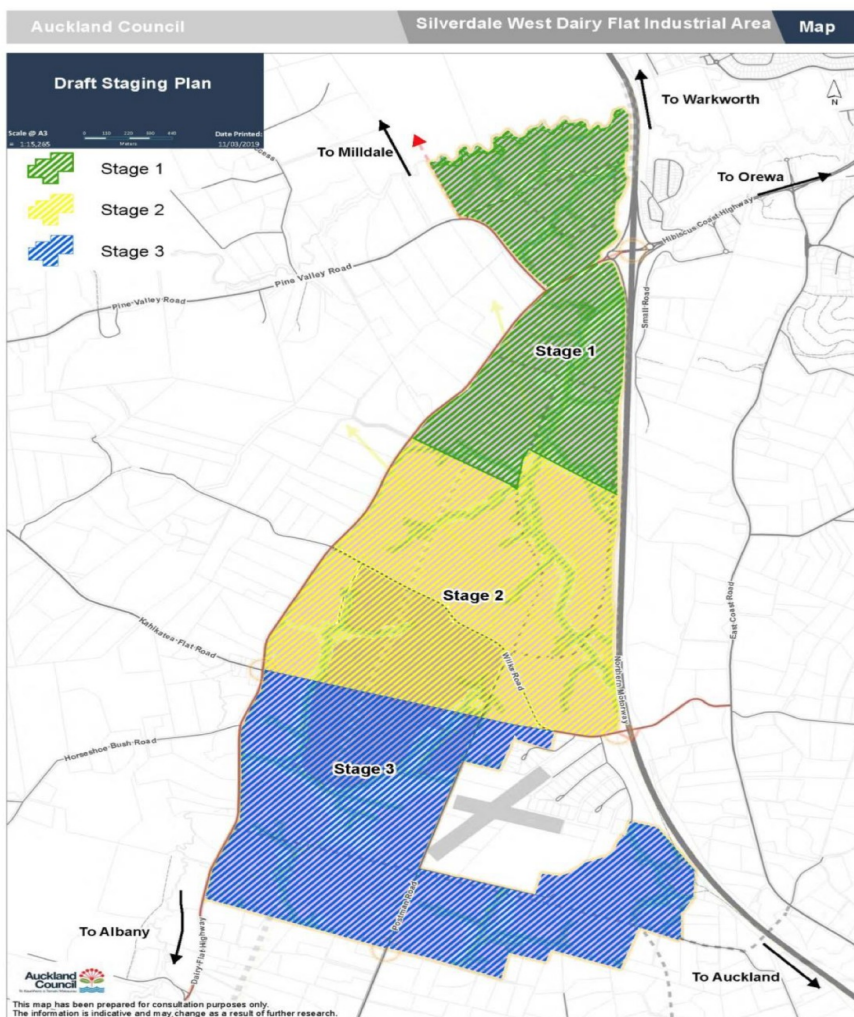
In 2019, the Auckland Council announced the Silverdale West Dairy Flat Industrial Area Structure Plan.

(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.)

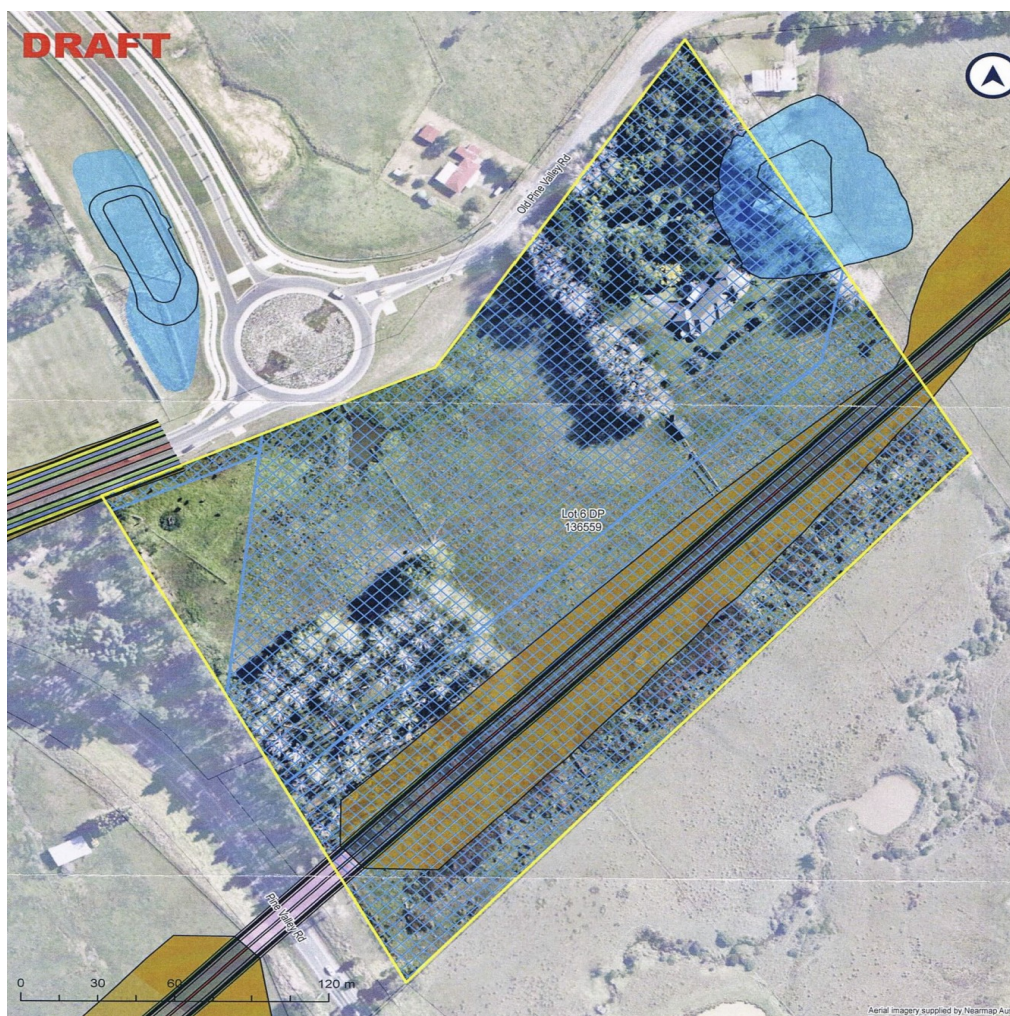


So far, we have provided a brief overview of our family and our local area. With this background information in mind, we would appreciate it if you could take the time to read my submission. Thank you.

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:

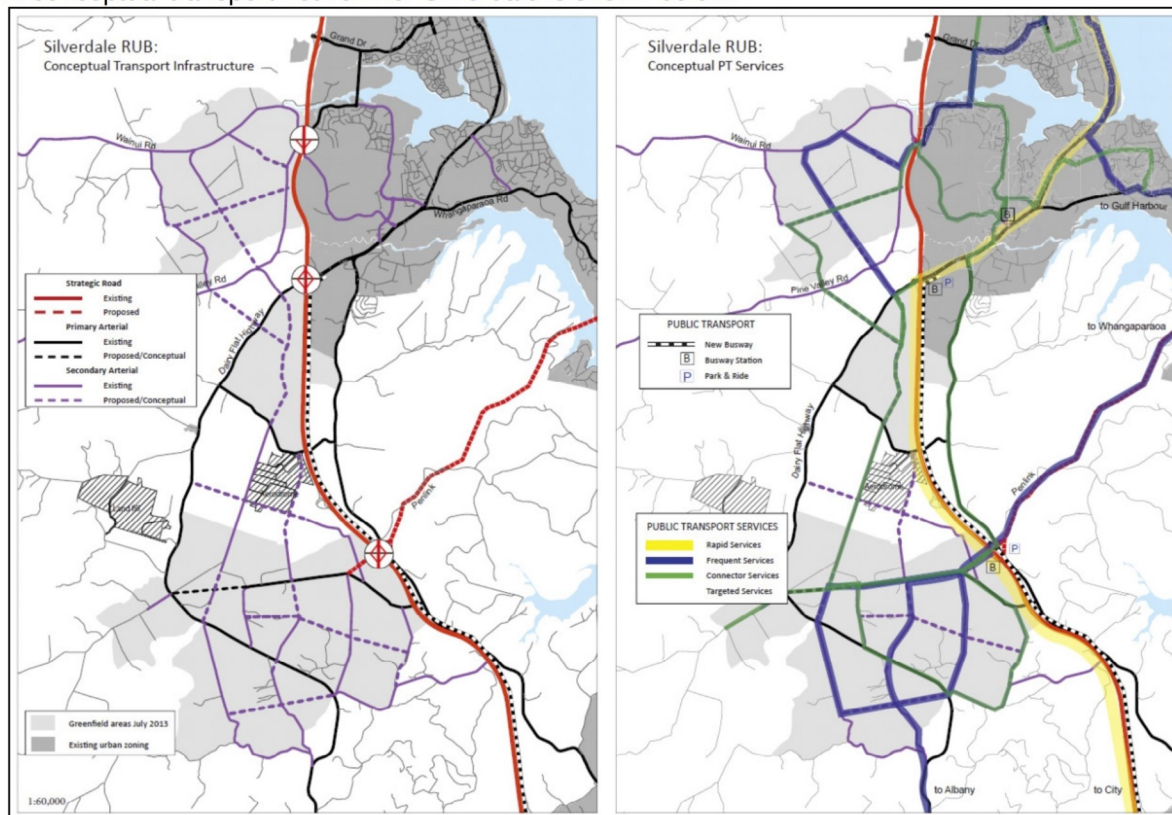


Figure 11 - Conceptual Transport Network for Silverdale

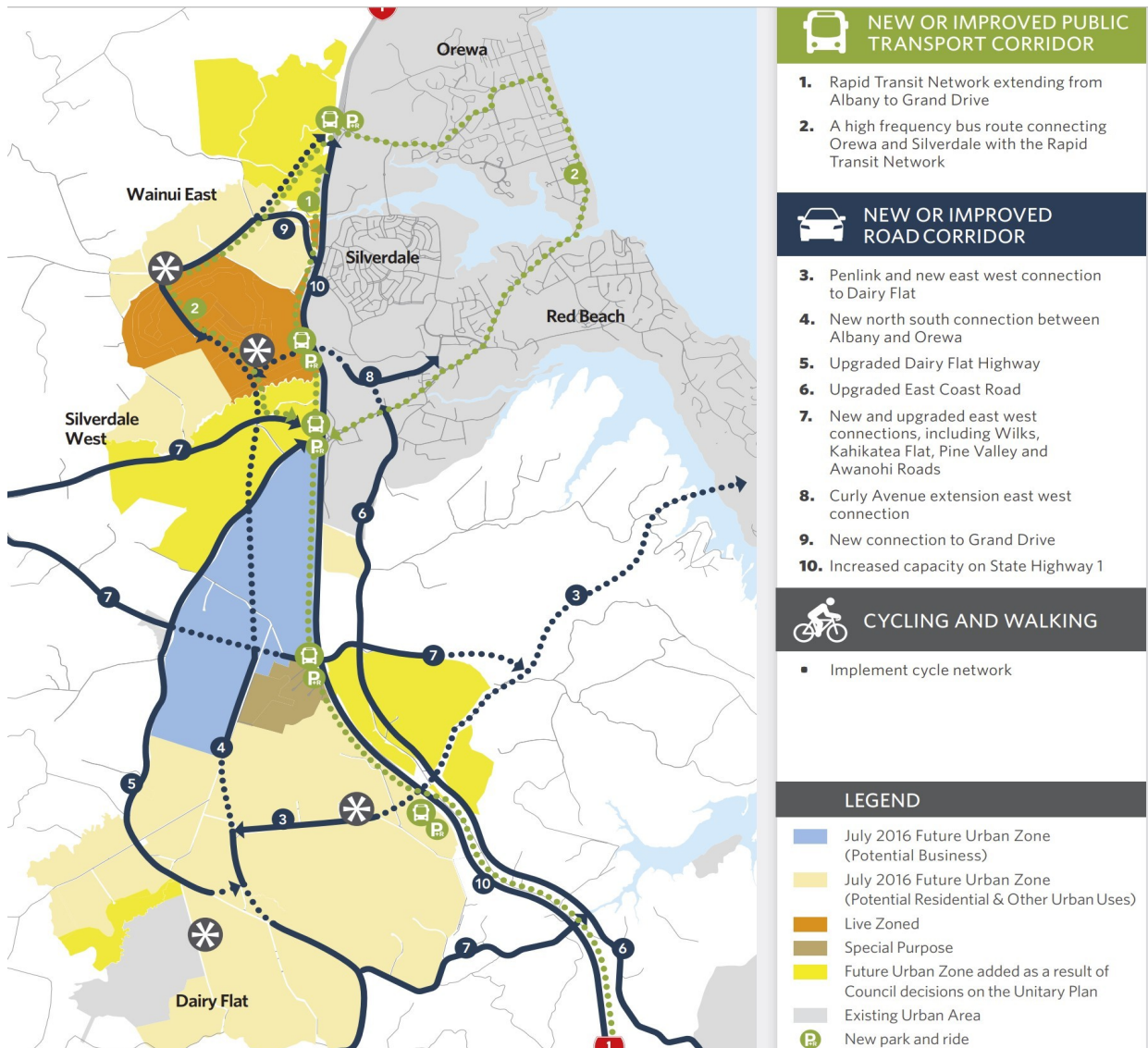
Joshua Arbury
Principal Transport Planner
Auckland Strategy & Research Department
Auckland Council



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

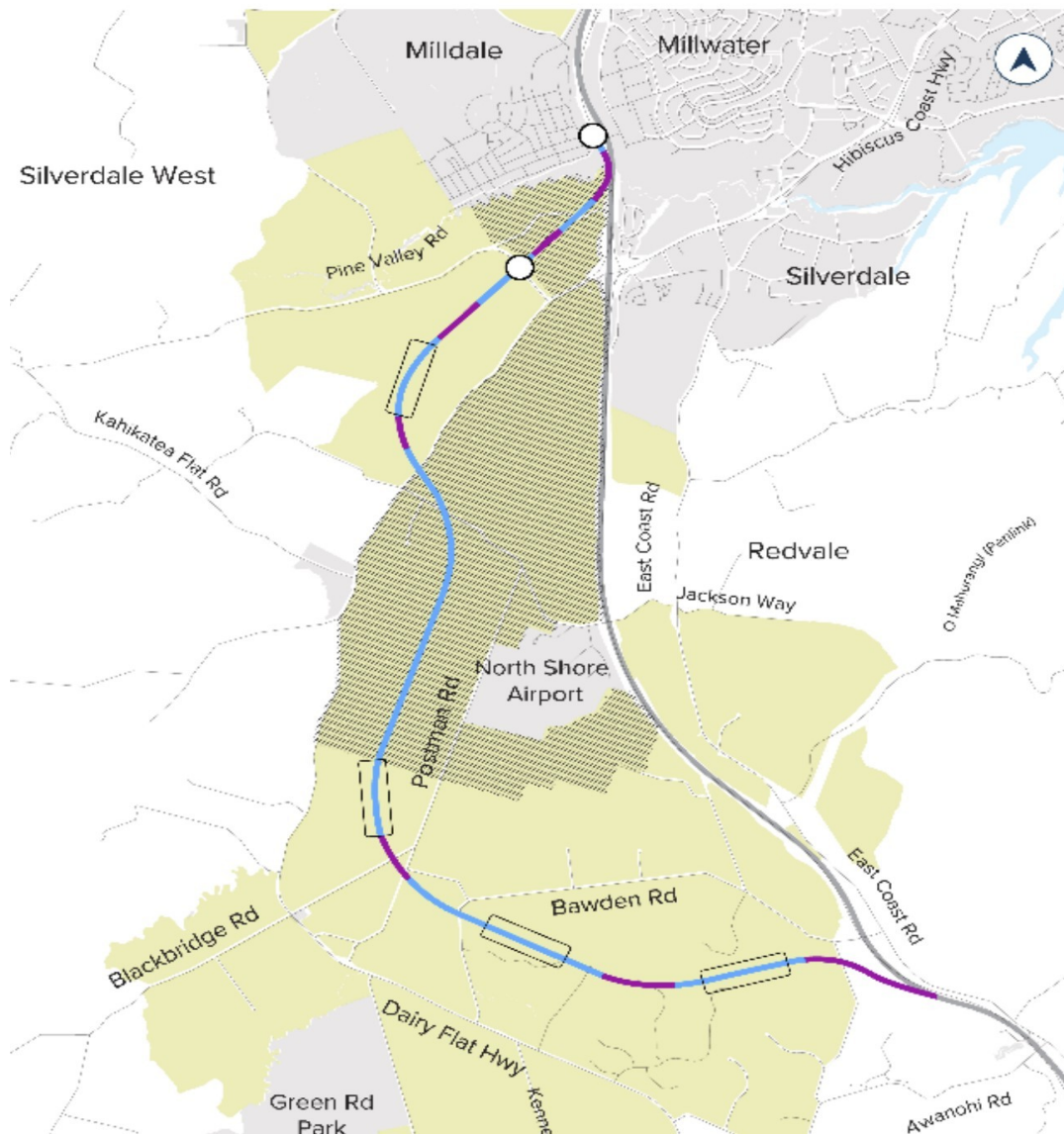


In the material from NZTA in 2019, the Rapid Transit Corridor (bus rapid transit corridor) was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd). However, upon reaching the Dairy Flat area at Bawden Rd, the design shifts away from the highway, penetrating the center of the 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.

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

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.

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.

(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.

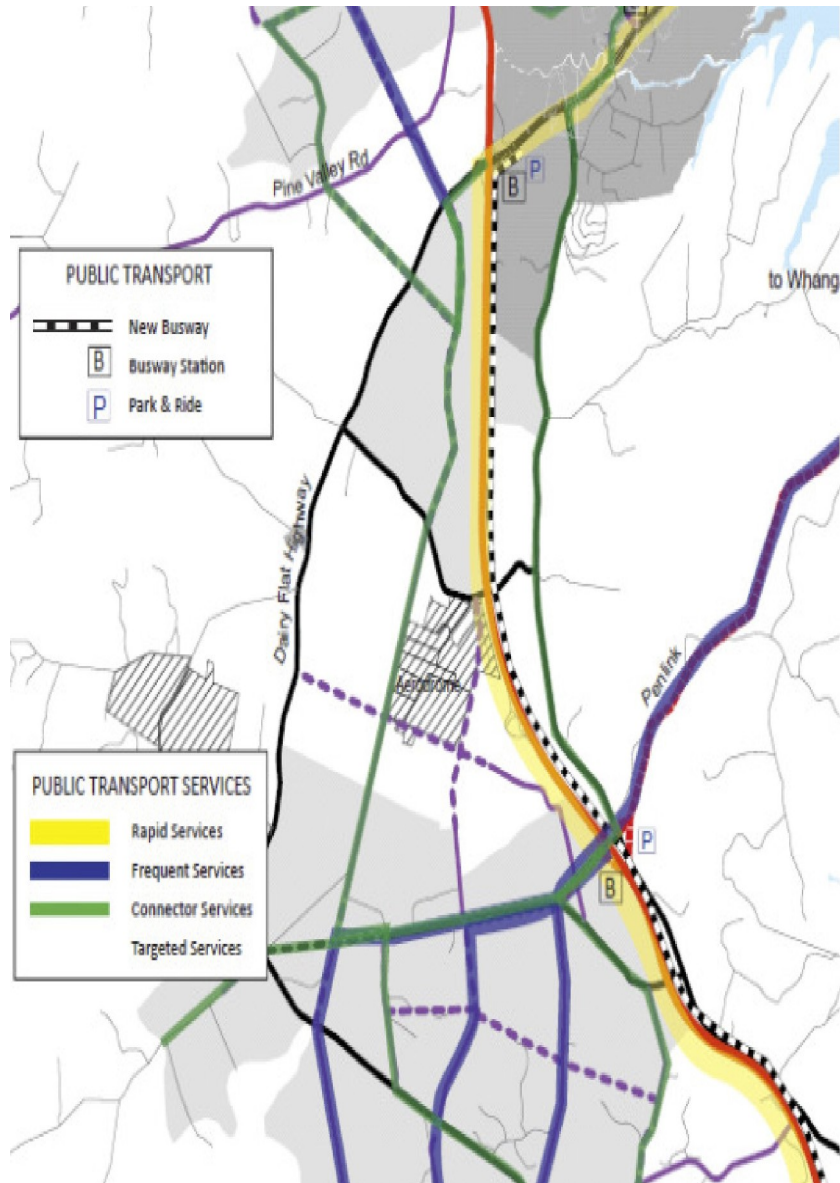
4. Issues and Alternatives for NOR1

4.1 Construction Along the Highway

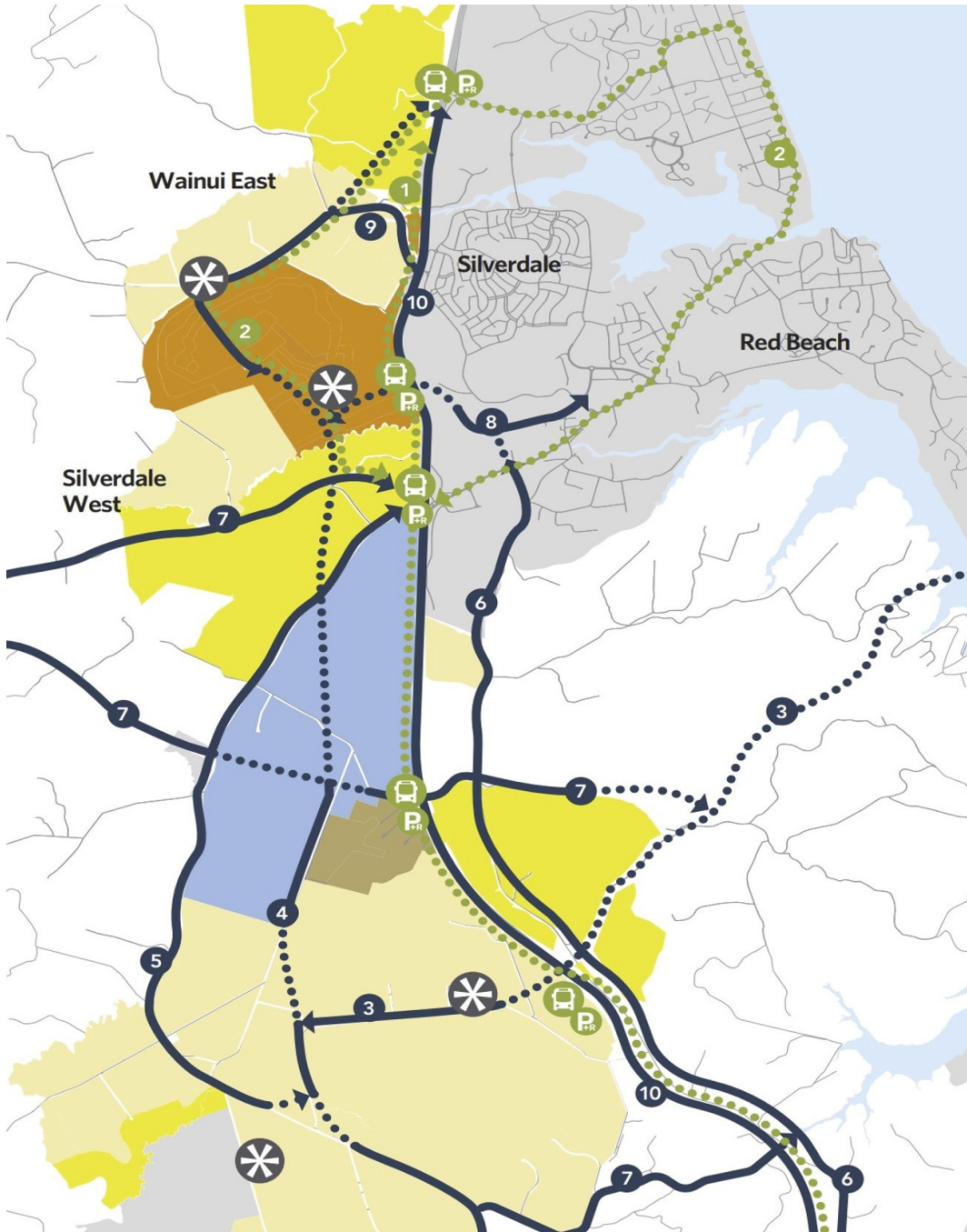
In this submission, I will refer to the construction of a bus lane along the highway as "HBL (Highway Bus Lane creation)" for convenience. HBL involves the addition of bus shoulder lanes on the highway or the creation of independent bus lanes, similar to bus-only zones.

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

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.

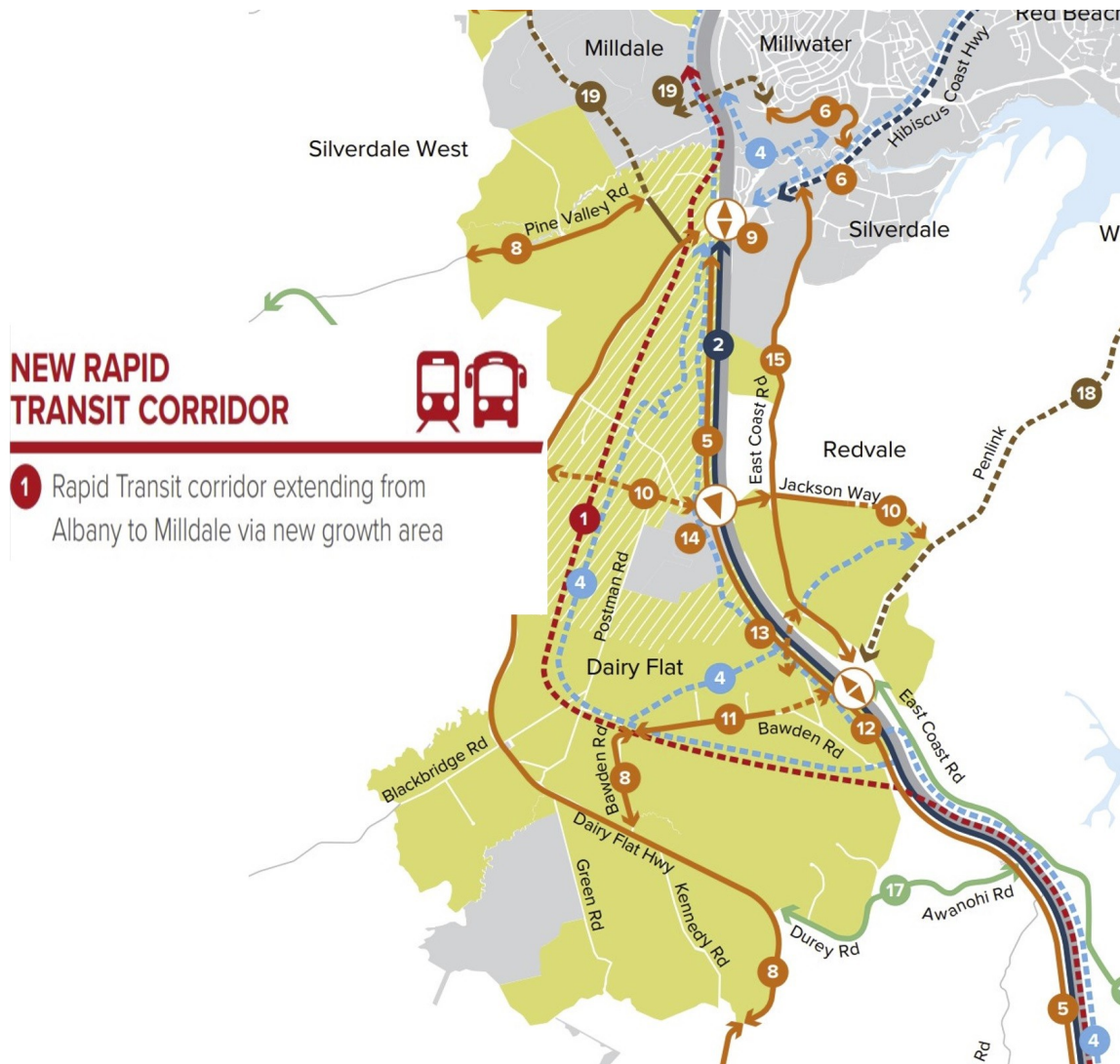
4.2 Particularly Opposing the Route Returning to Pine Valley

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."

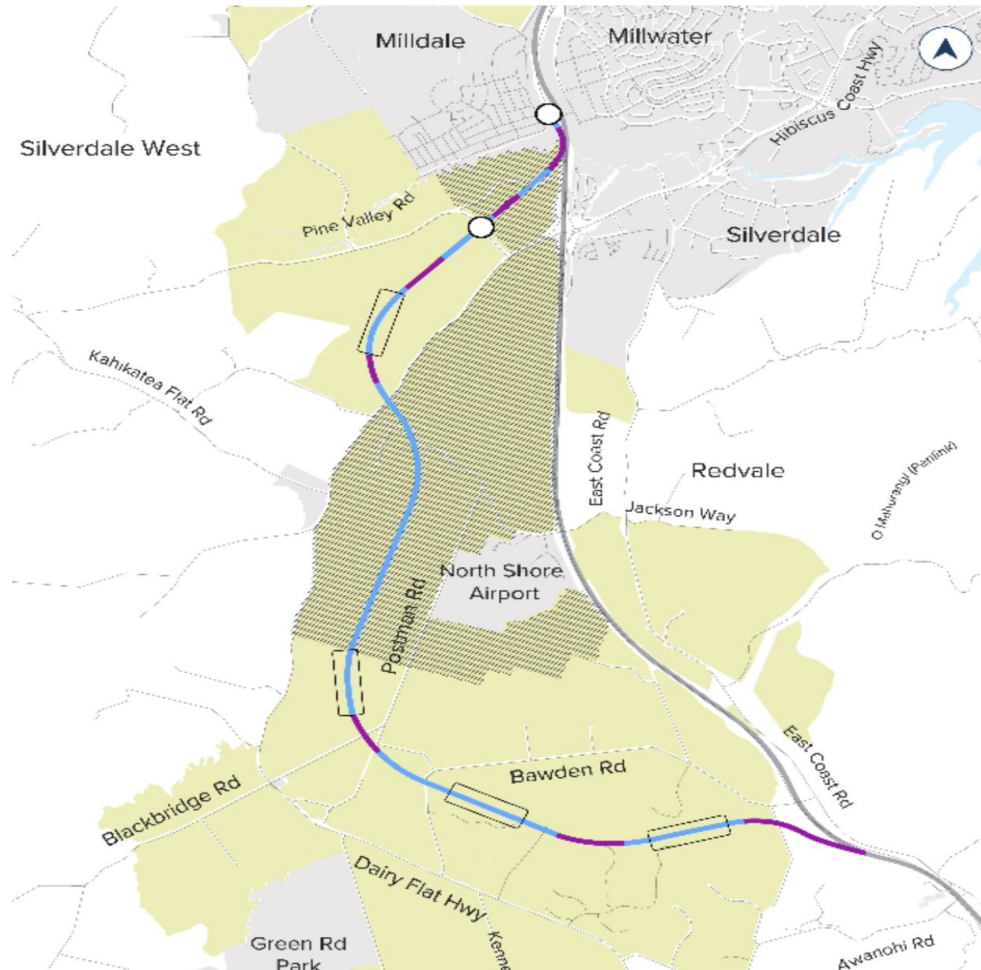
The RTC Pre-2019 was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd), and then, departing from the highway at Dairy Flat (Bawden Rd), it was designed to traverse the center of the Dairy Flat area. As it approached the Silverdale area, it again approached the highway, eventually 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.

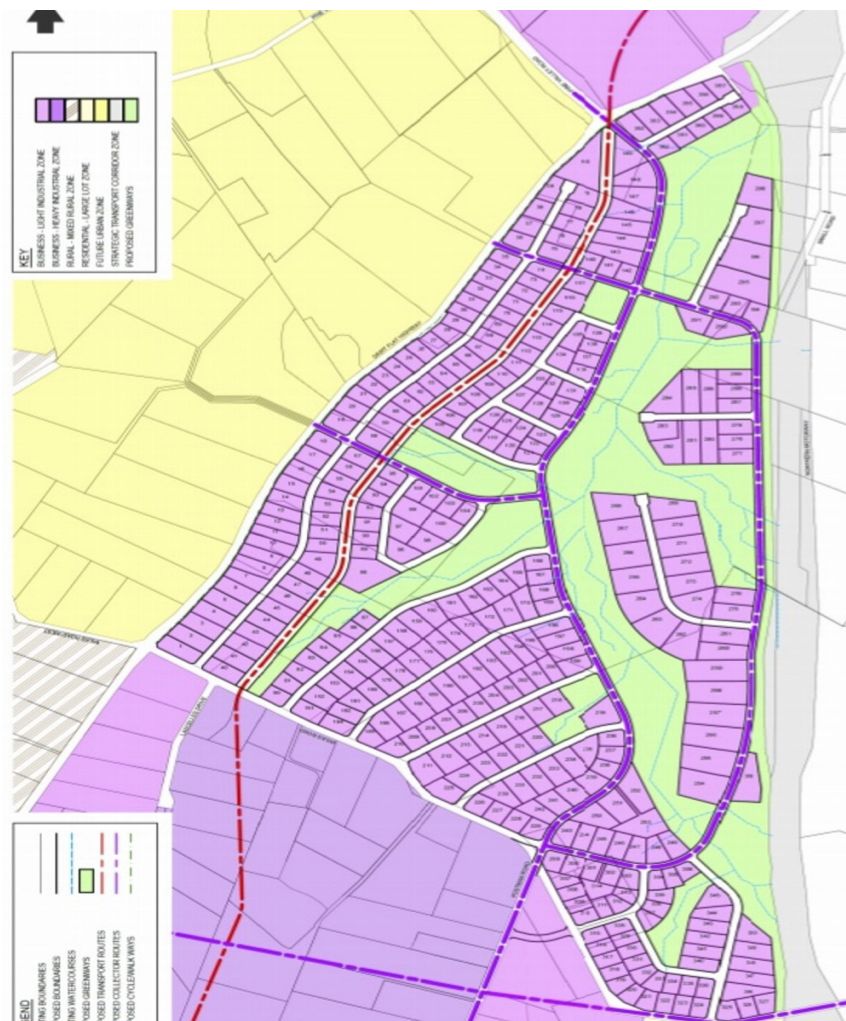
However, I oppose the current RTC plan as it involves a route that returns to the Pine Valley area. This exacerbates the issues I previously raised concerning the HBL approach:

- 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.

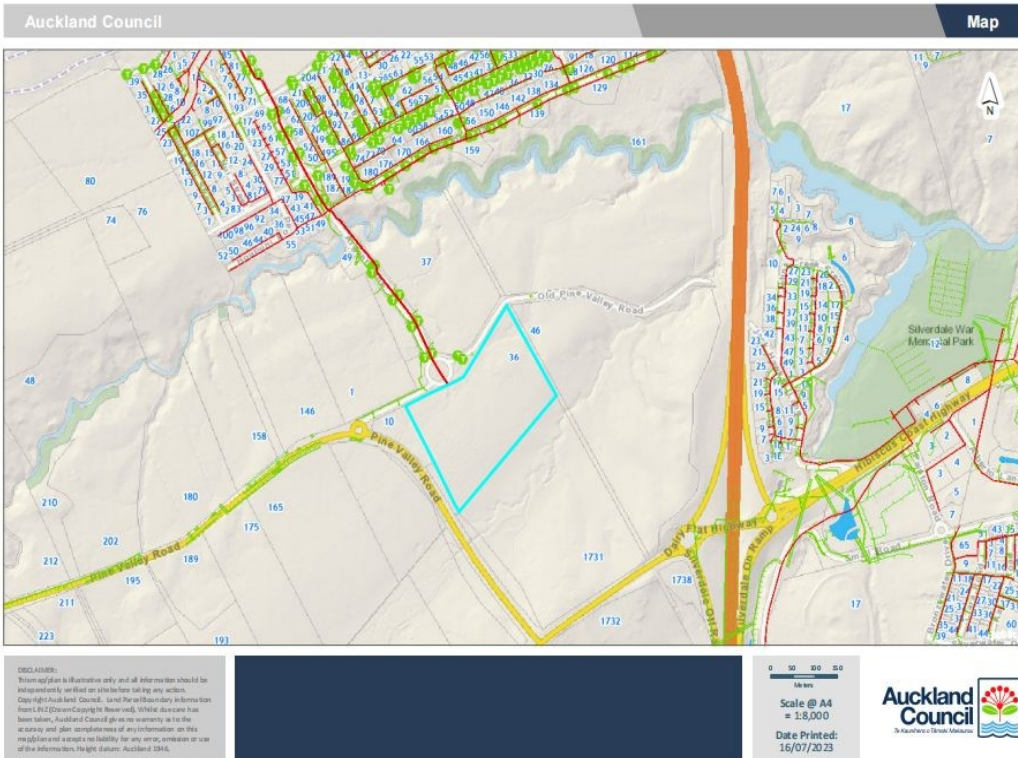
4.2.3 Uncertainty in Pine Valley Area Development.

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)



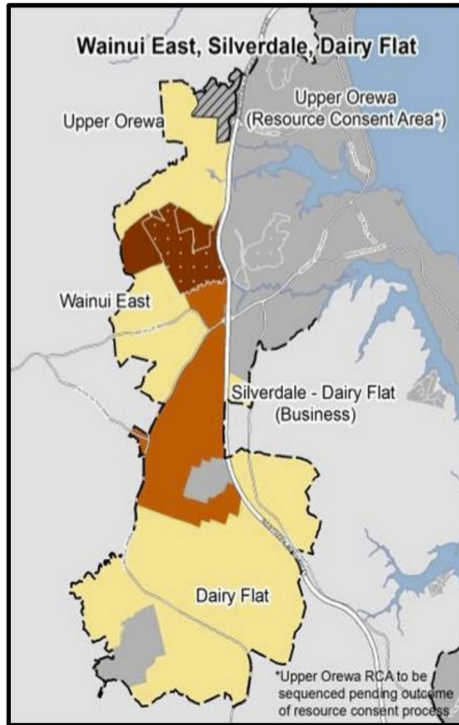
(Image 17: Sewer and water connection)



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.

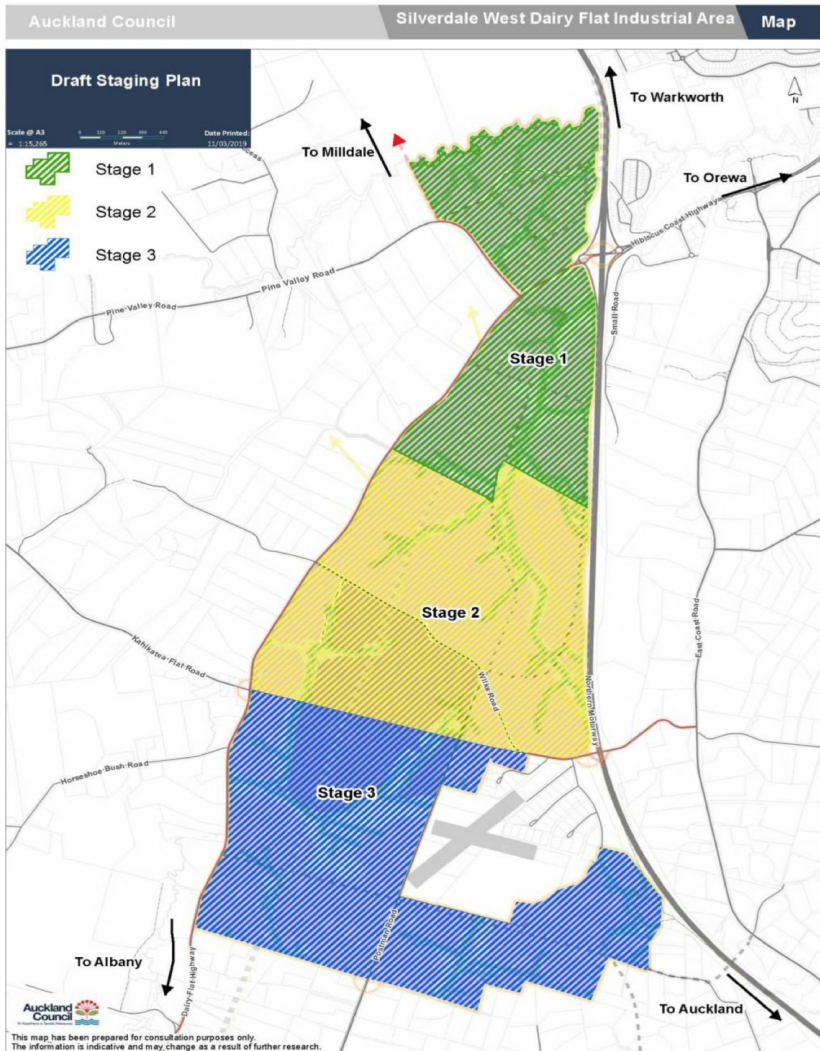
Auckland has long struggled with chronic issues of insufficient land supply, exacerbated by the formidable challenges associated with costly infrastructure and road network supply. Many prospective first-time homebuyers find themselves unable to afford homes due to the scarcity of housing. Pine Valley, 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)

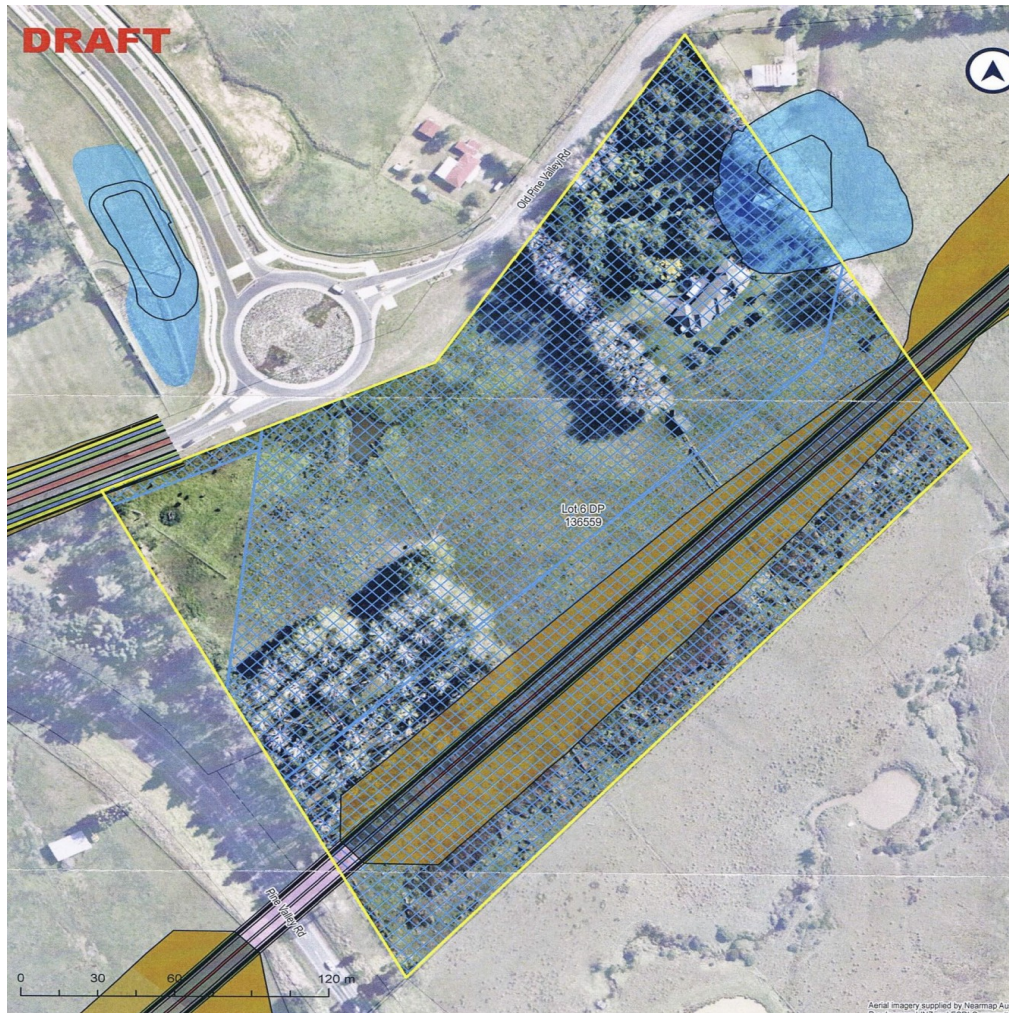


In this way, Pine Valley Area must be considered in addressing the land supply issue, eliminating the uncertainty about its future. The efficiency of utilizing the already invested infrastructure needs to be contemplated. Existing Arterial Roads should be optimally utilized, implementing Feeder Bus routes 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)

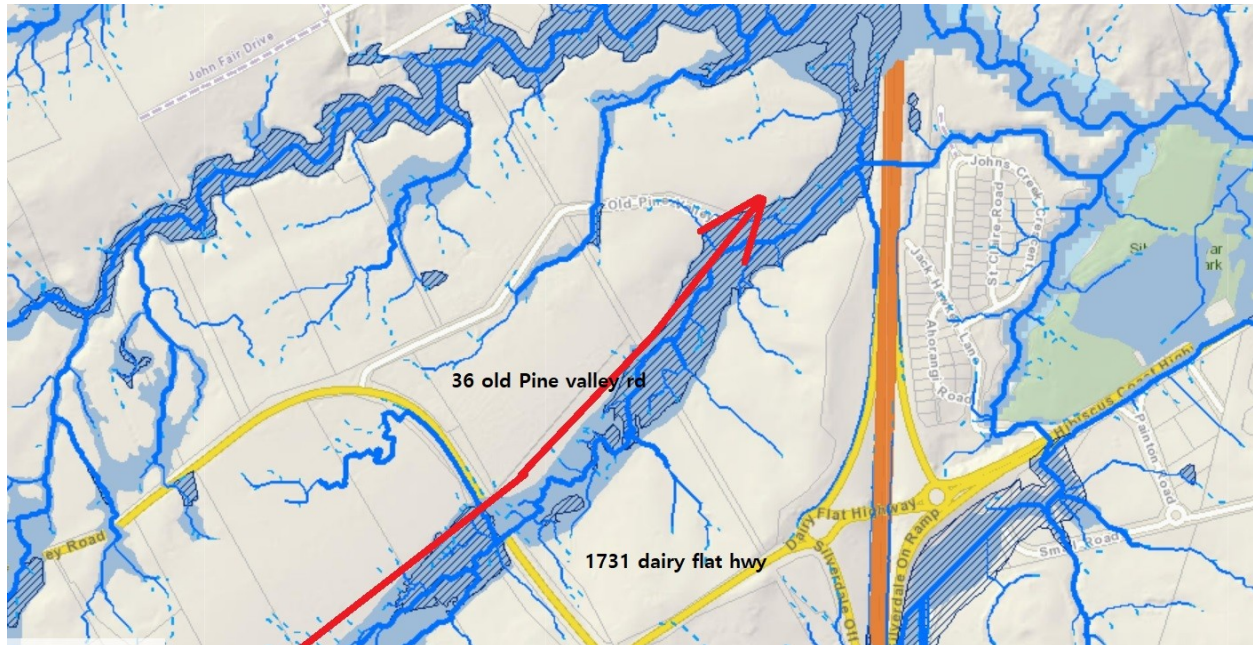


In the previous sections from 4.1 to 4.2, I presented opposing views from a public perspective without considering personal gains and losses, striving to be as objective as possible. However, now, as landowners directly affected by the RTC, I will express our opinions.

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.

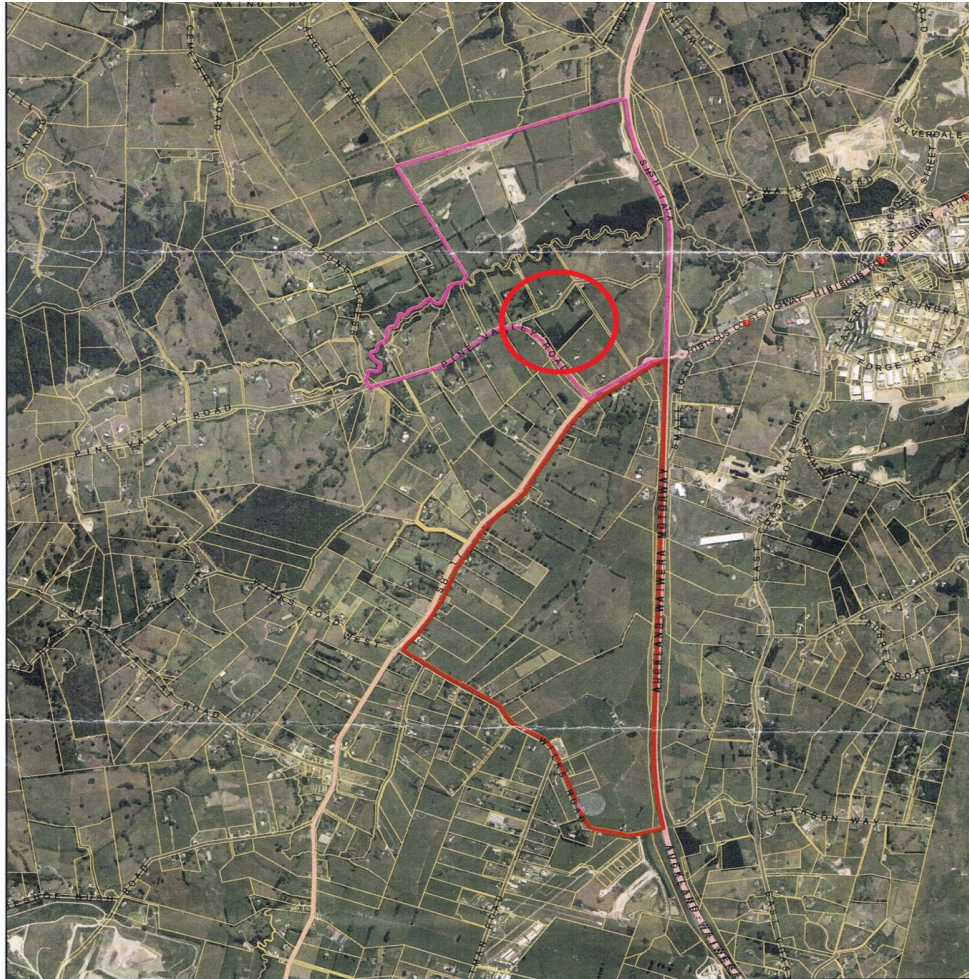
- Reason for Preferred Bus Route Request 1:


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)

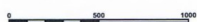




Rodney
DISTRICT COUNCIL

Head Office: 55 Centenary Road, Orewa
Private Bag 500, Orewa 1451, New Zealand
Tel: 0800 4265169, Fax: (09) 4267280
Email: info@rodney.govt.nz

**Potential Business Land
Silverdale**



SCALE: 1:20000 @ A3

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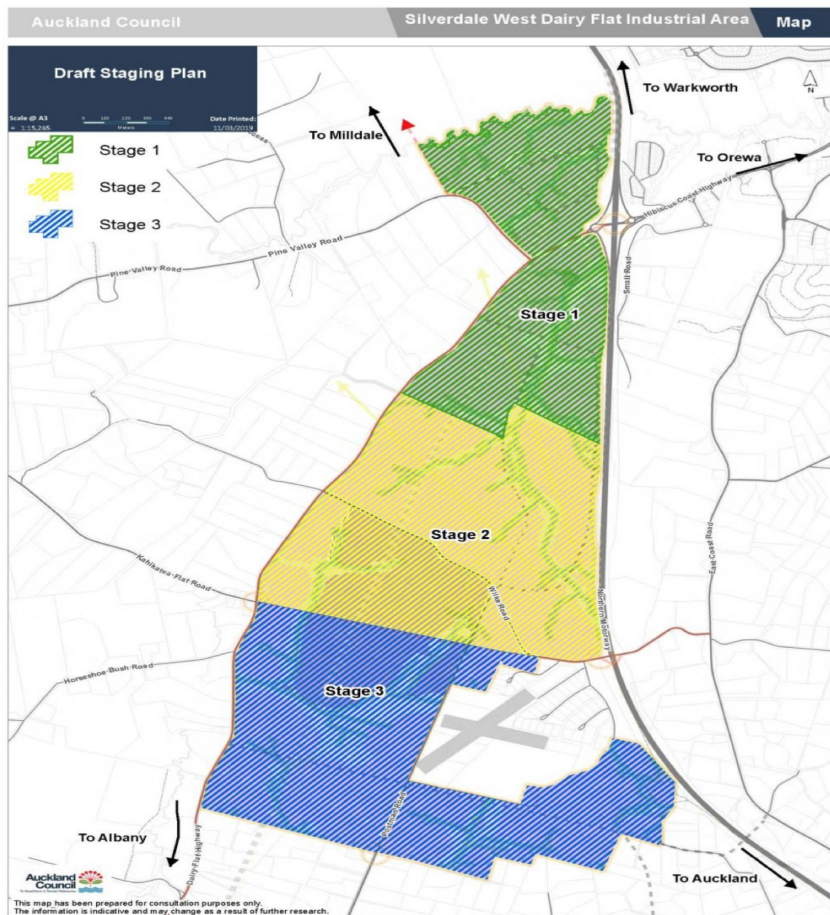
Location 1

Location 2

State Highway

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

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.
- 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.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1174] Notice of Requirement online submission - JaeHoi Noh
Date: Wednesday, 13 December 2023 5:46:25 pm
Attachments: [Submission_NoR1 n NoR3_20231213172638.758.pdf](#)

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

Contact details

Full name of submitter: JaeHoi Noh
Organisation name:
Full name of your agent:
Email address: silverdale2012@gmail.com
Contact phone number: 021356027
Postal address:
36 Old Pine Valley Road
Silverdale
Auckland 0992

Submission details

Name of requiring authority: Waka Kotahi (NZTA)
The designation or alteration: North: NOR 3 New Rapid Transit Station at Pine Valley Road
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:
I am sending the attached file of the submission I sent yesterday again because there was an editing error. Thank you. Please refer to the attached file "Submission_NoR1 n NoR3.pdf" for detailed information.

I or we seek the following recommendation or decision from Auckland Council:
Please refer to the attached file "Submission_NoR1 n NoR3.pdf" for detailed information.

Submission date: 13 December 2023

Supporting documents
[Submission_NoR1 n NoR3_20231213172638.758.pdf](#)

Attend a hearing

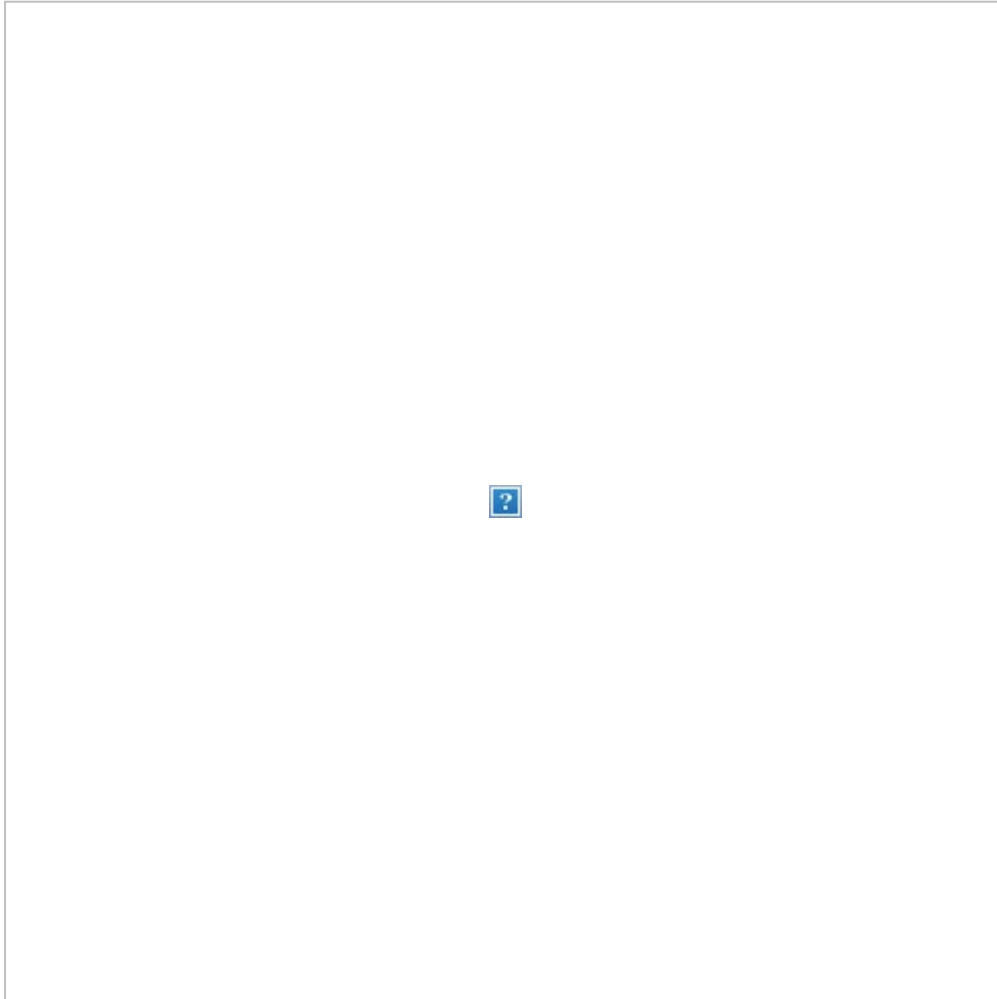
Do you wish to be heard in support of your submission? Yes
Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

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.



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**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

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1. Introduction

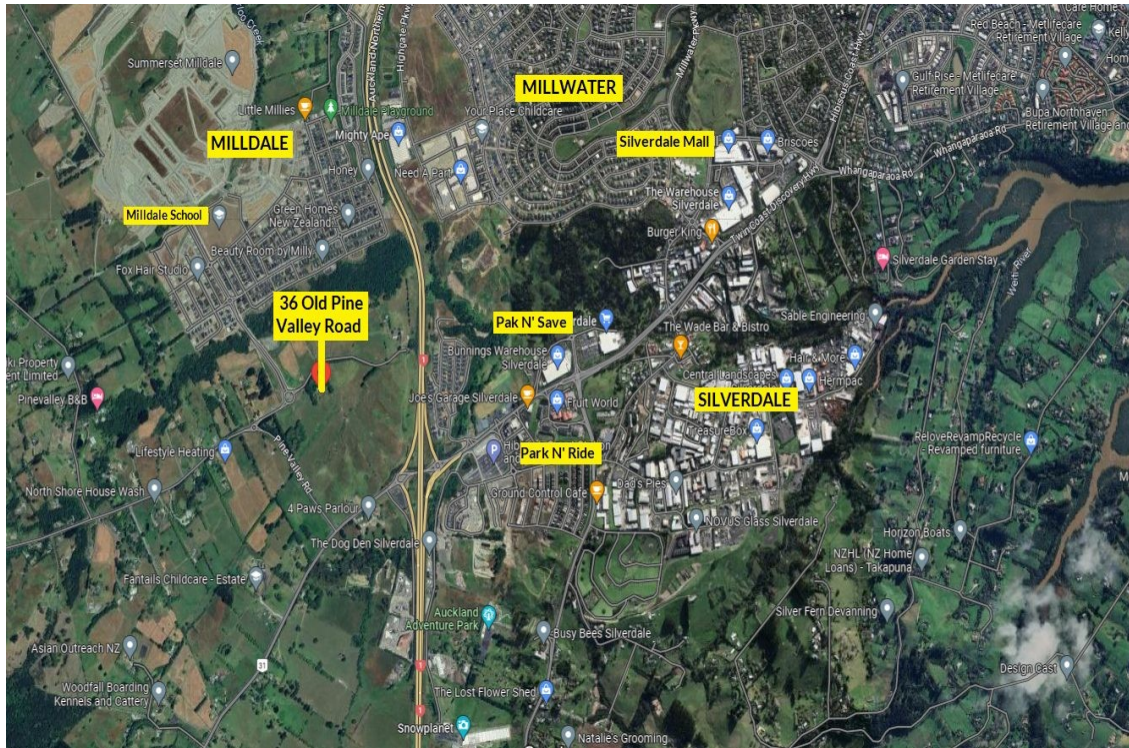
We are Seo Youngjin and Noh Jaehoe, a married couple. First, we would like to express our gratitude to the officials and experts who have been attentive to our opinions and have effectively communicated with us through the server submission. We purchased 36 Old Pine Valley Road in 2003 and have been 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.)



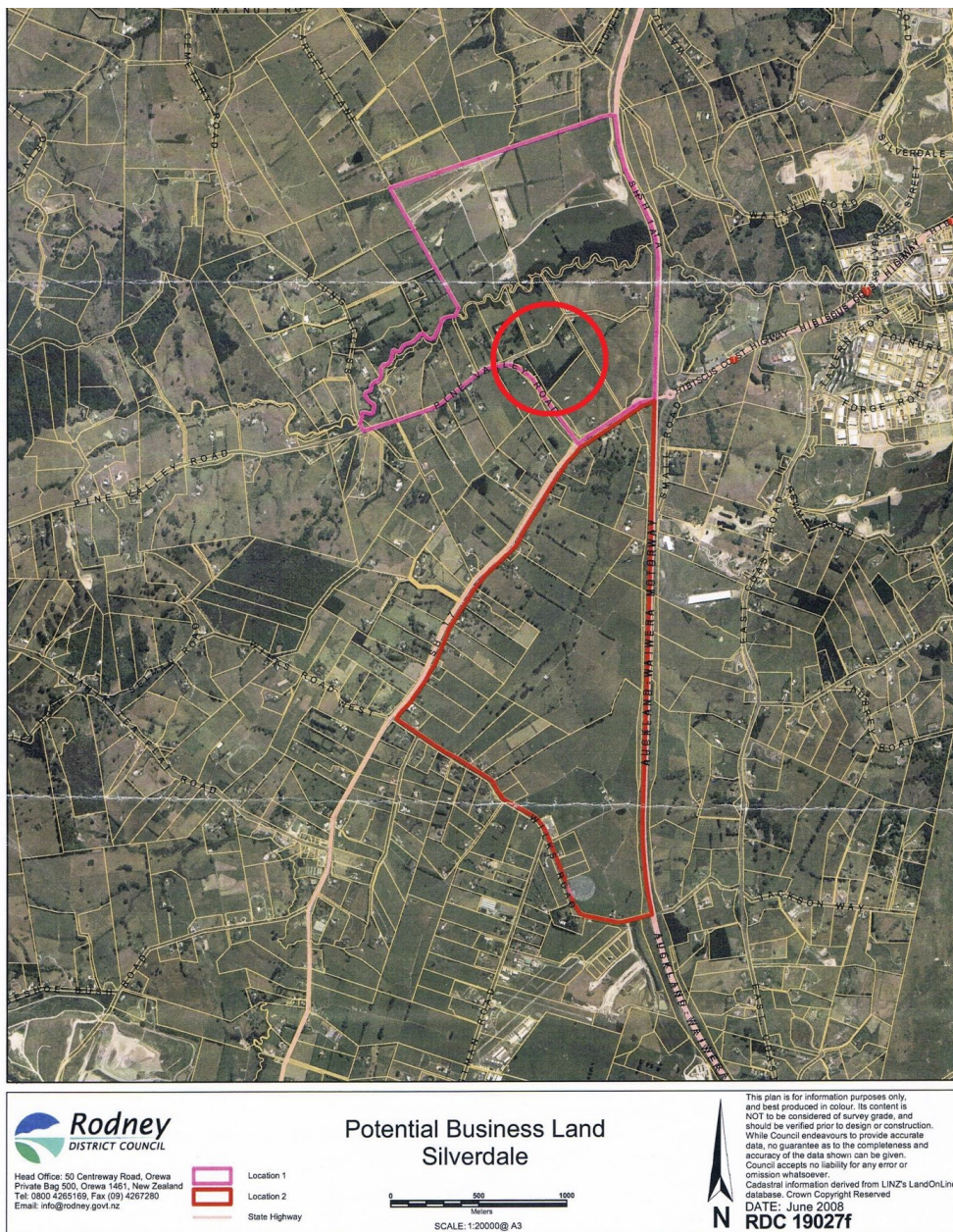
(Image2: Captured images of my house and its surroundings using a drone.)





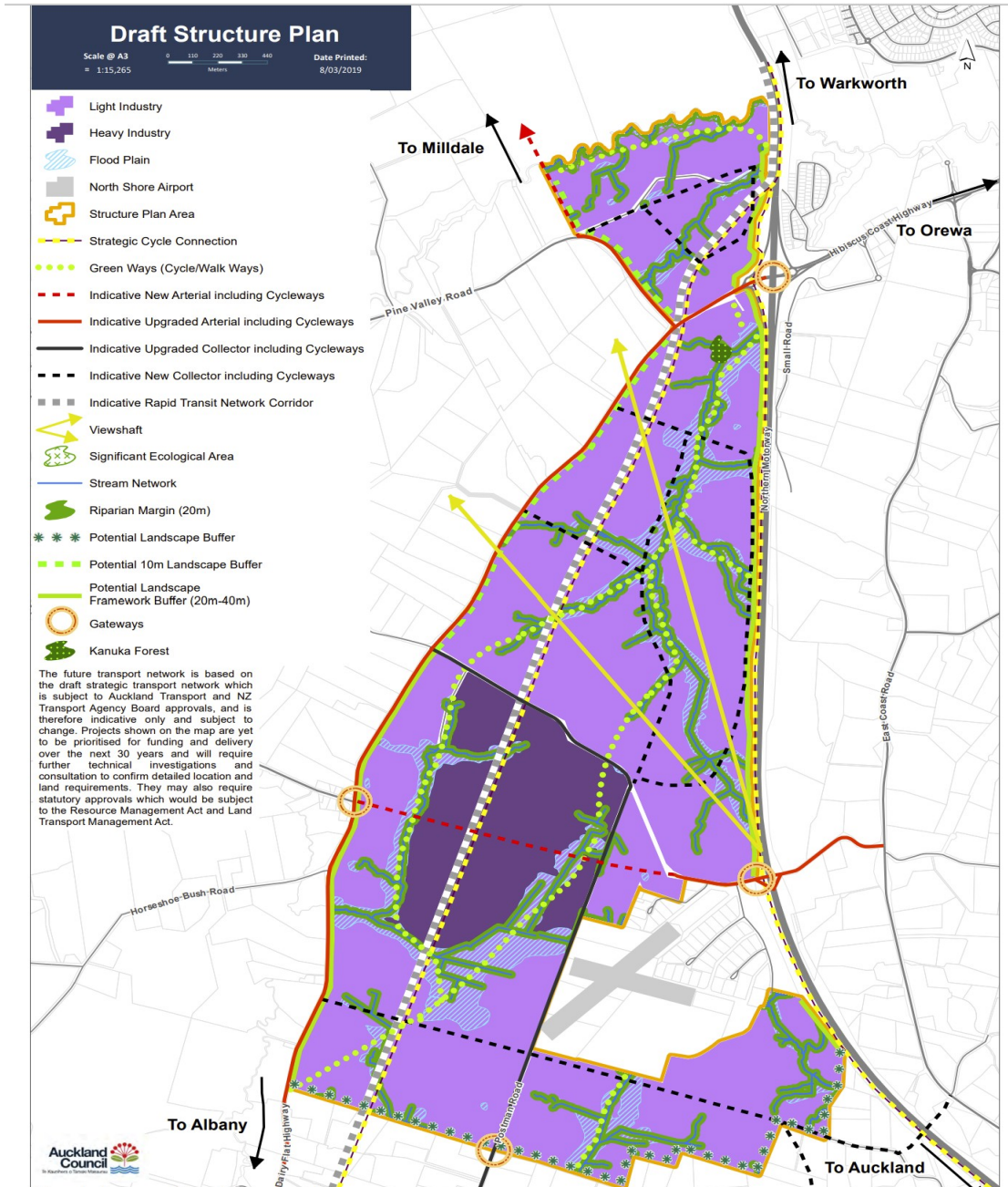
In 2008, the Auckland Council notified local landowners in Pine Valley East of their plans to designate the area as a Business Zone in the future. This communication included information about the development schedule, methods, and other relevant details.

(Image3: Received an image in 2008, indicating future business zone development for our land.)



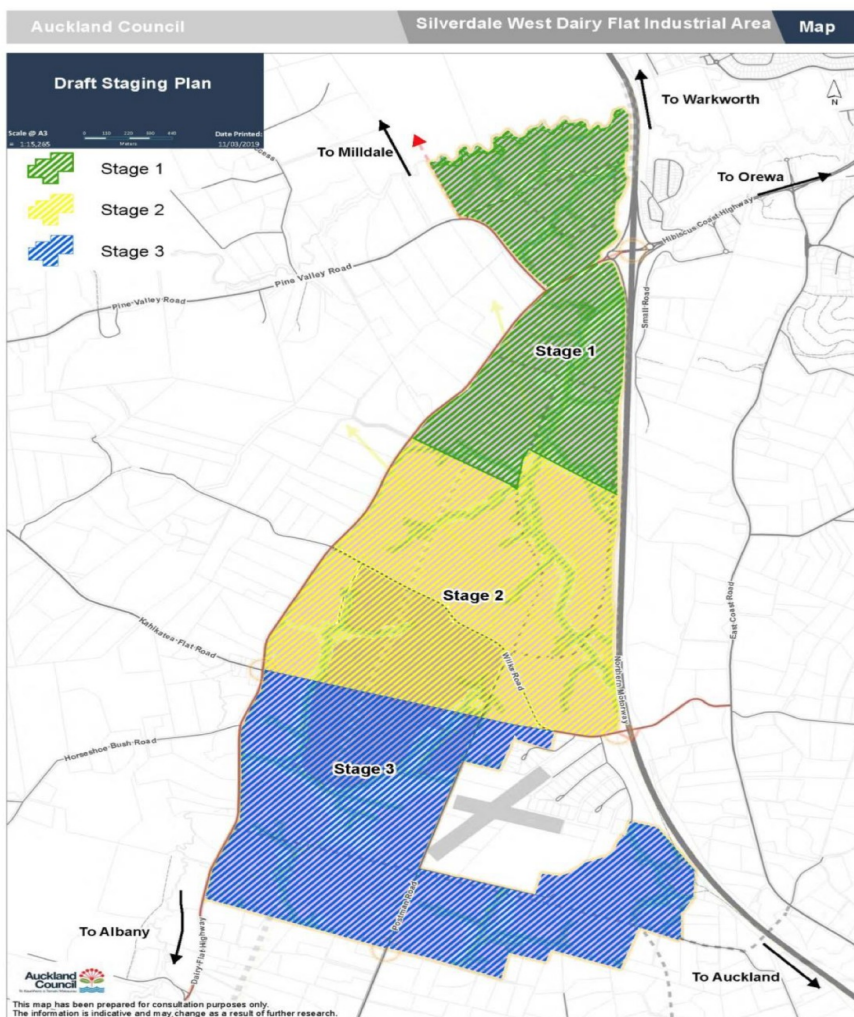
In 2019, the Auckland Council announced the Silverdale West Dairy Flat Industrial Area Structure Plan.

(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:

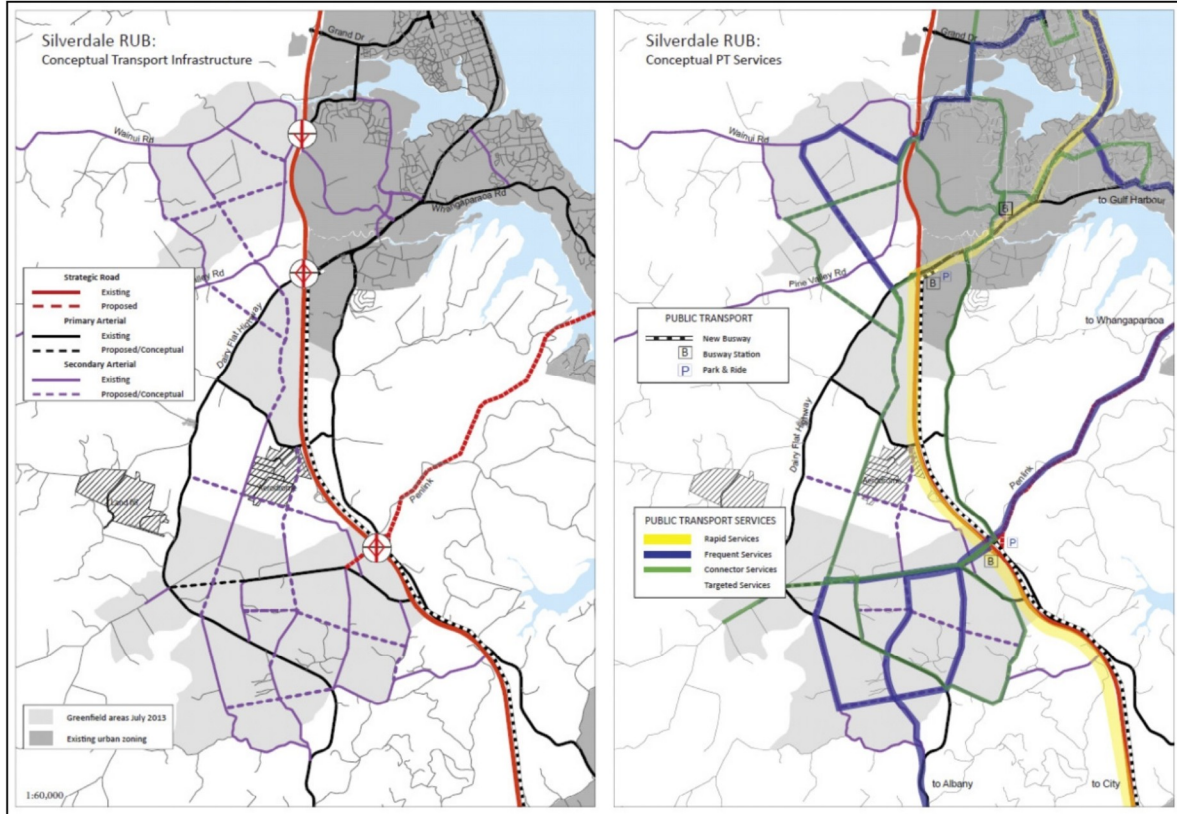


Figure 11 - Conceptual Transport Network for Silverdale

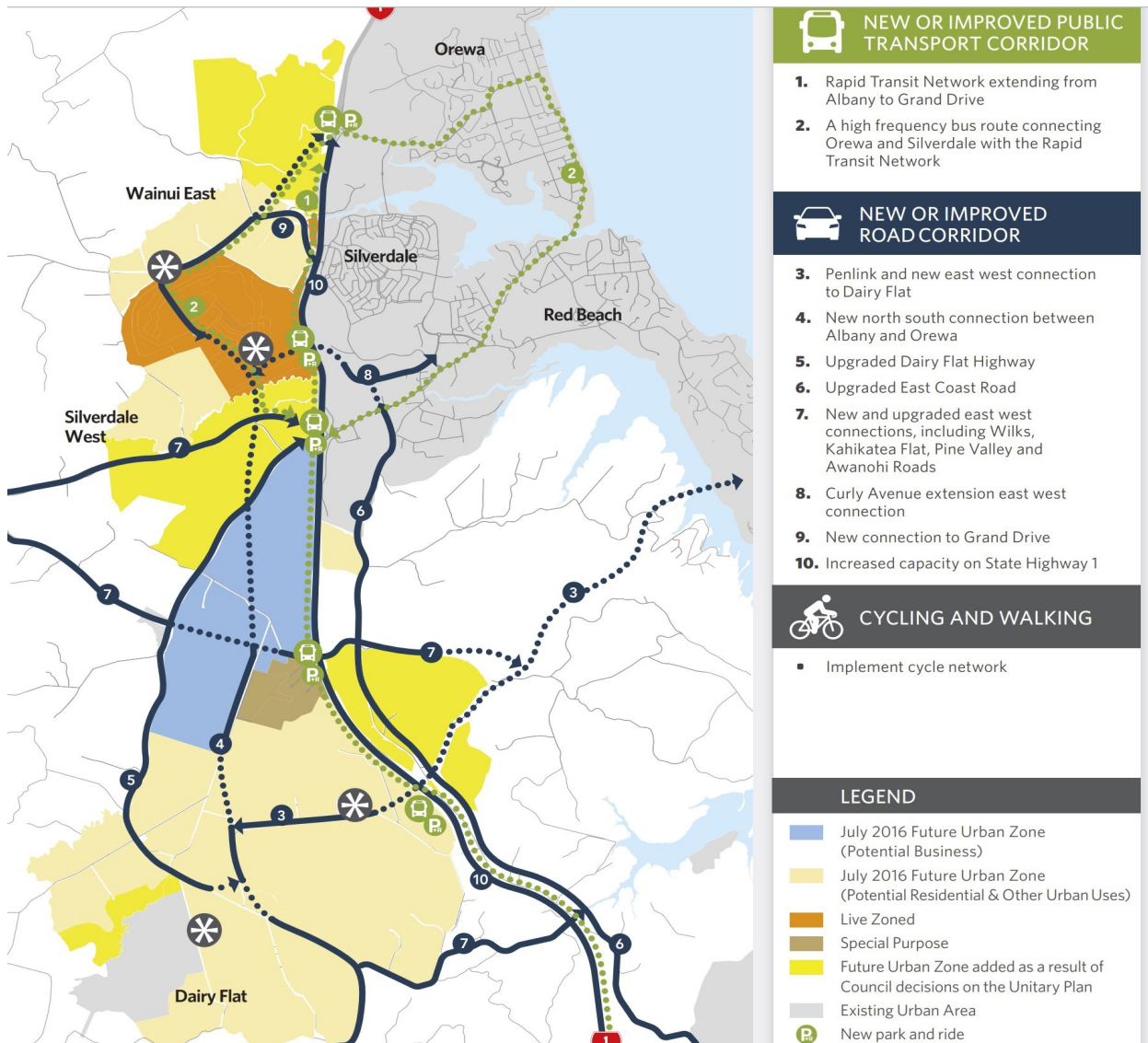
Joshua Arbury
Principal Transport Planner
Auckland Strategy & Research Department
Auckland Council



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

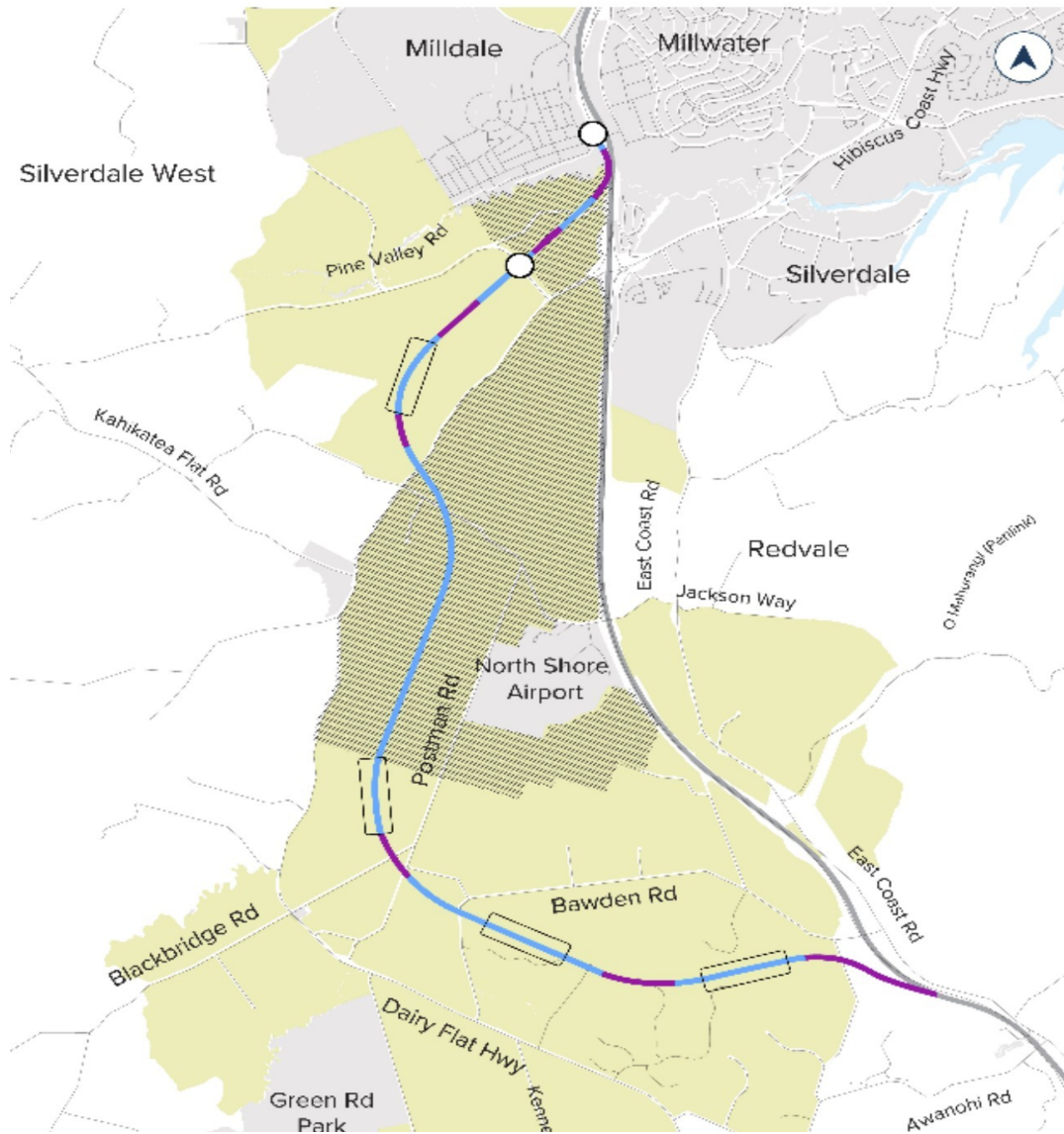


In the material from NZTA in 2019, the Rapid Transit Corridor (bus rapid transit corridor) was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd). However, upon reaching the Dairy Flat area at Bawden Rd, the design shifts away from the highway, penetrating the center of the 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.

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

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.

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.

(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.

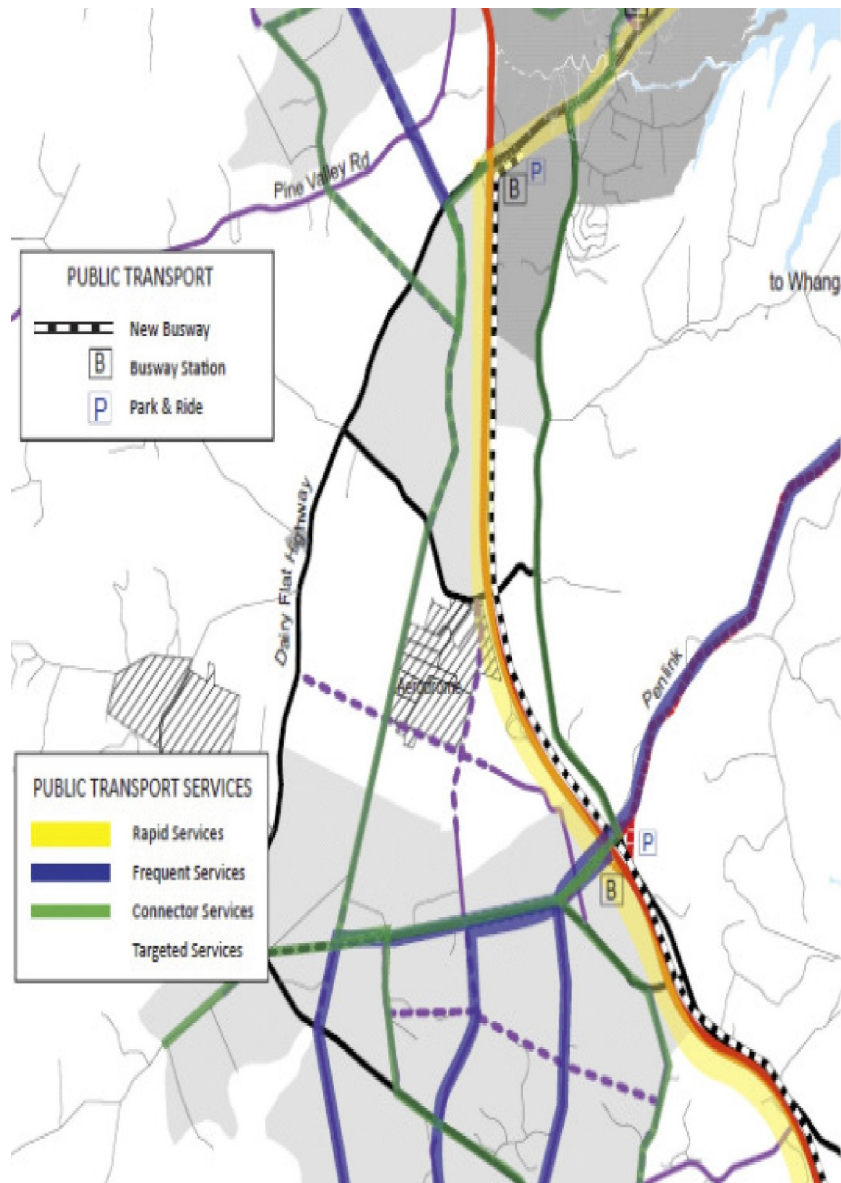
4. Issues and Alternatives for NOR1

4.1 Construction Along the Highway

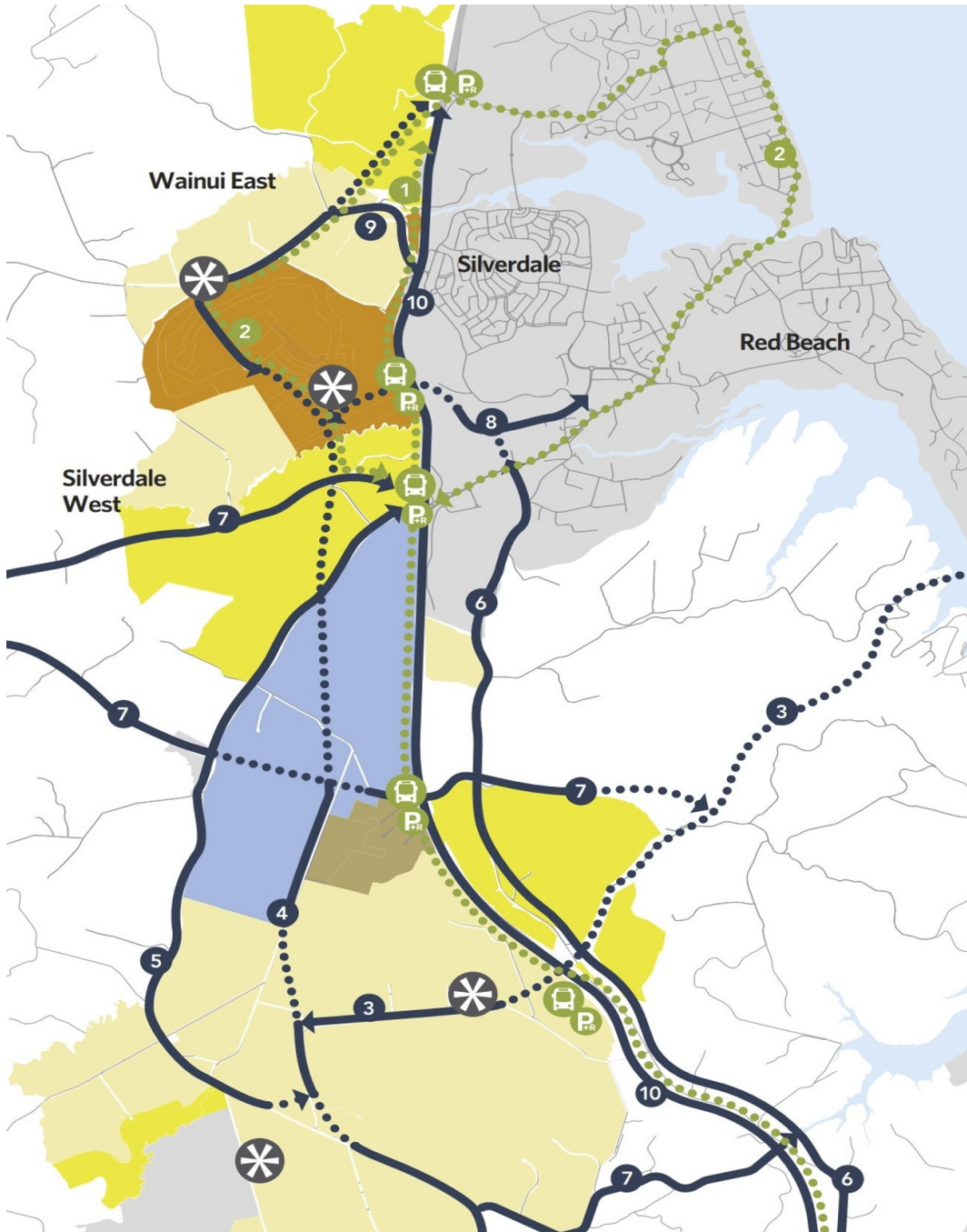
In this submission, I will refer to the construction of a bus lane along the highway as "HBL (Highway Bus Lane creation)" for convenience. HBL involves the addition of bus shoulder lanes on the highway or the creation of independent bus lanes, similar to bus-only zones.

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

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.

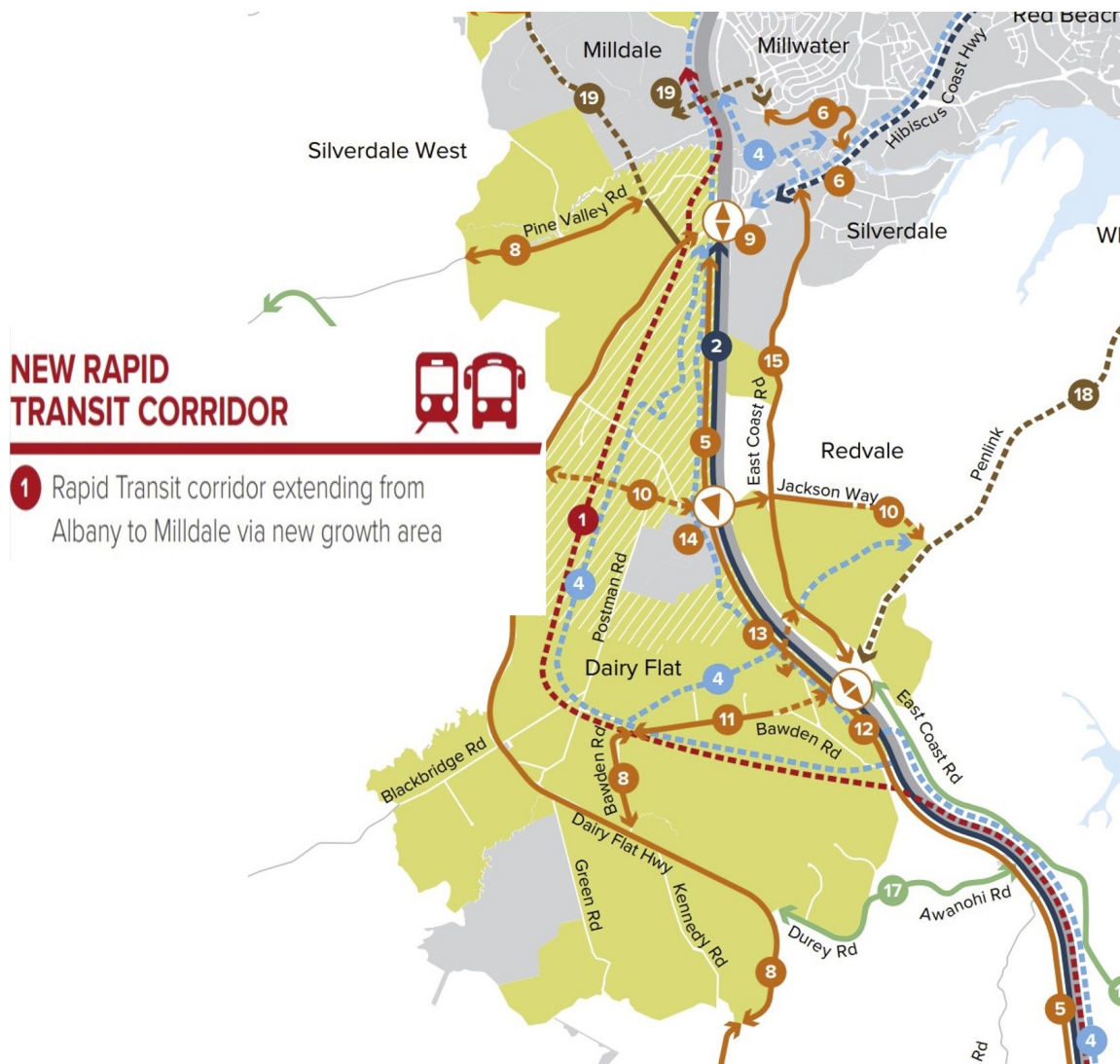
4.2 Particularly Opposing the Route Returning to Pine Valley

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."

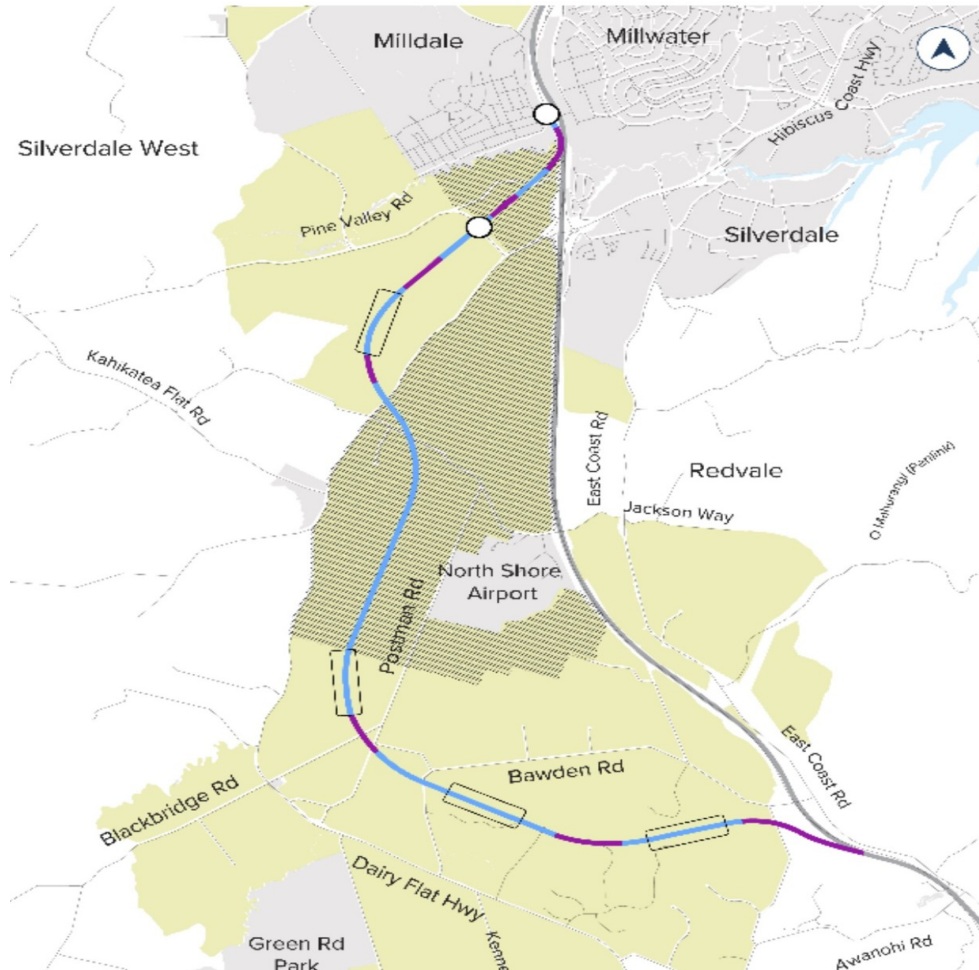
The RTC Pre-2019 was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd), and then, departing from the highway at Dairy Flat (Bawden Rd), it was designed to traverse the center of the Dairy Flat area. As it approached the Silverdale area, it again approached the highway, eventually 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.

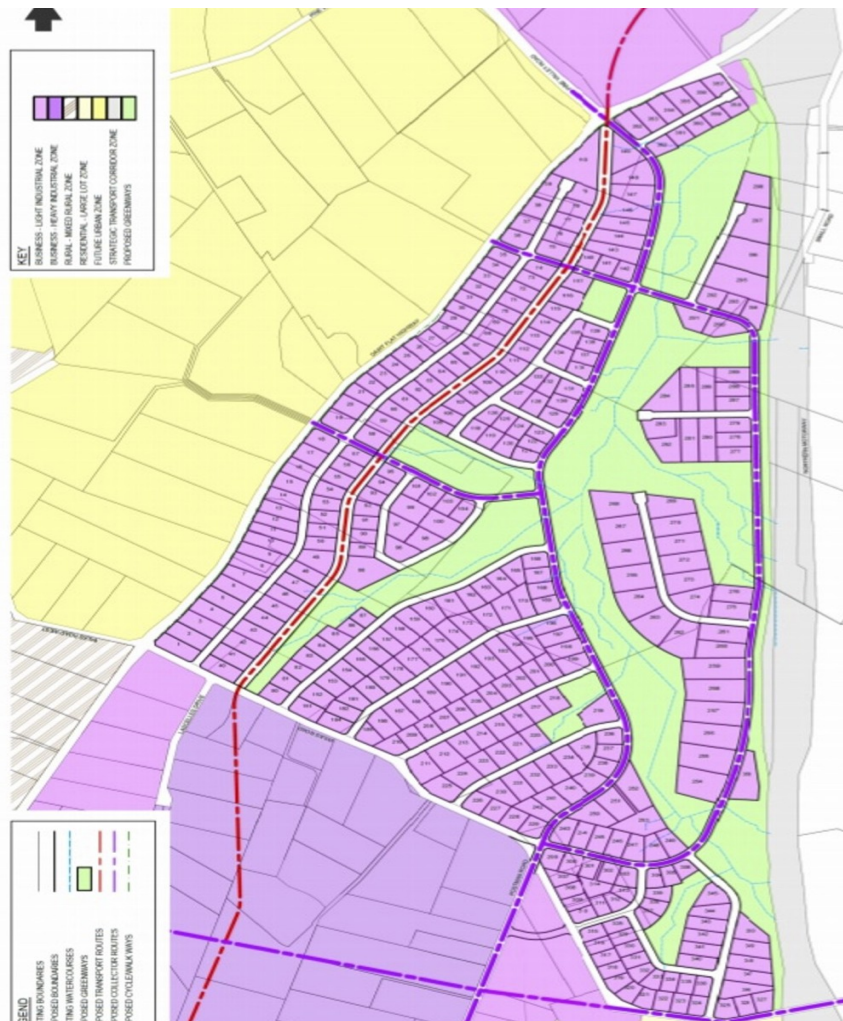
However, I oppose the current RTC plan as it involves a route that returns to the Pine Valley area. This exacerbates the issues I previously raised concerning the HBL approach:

- 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.

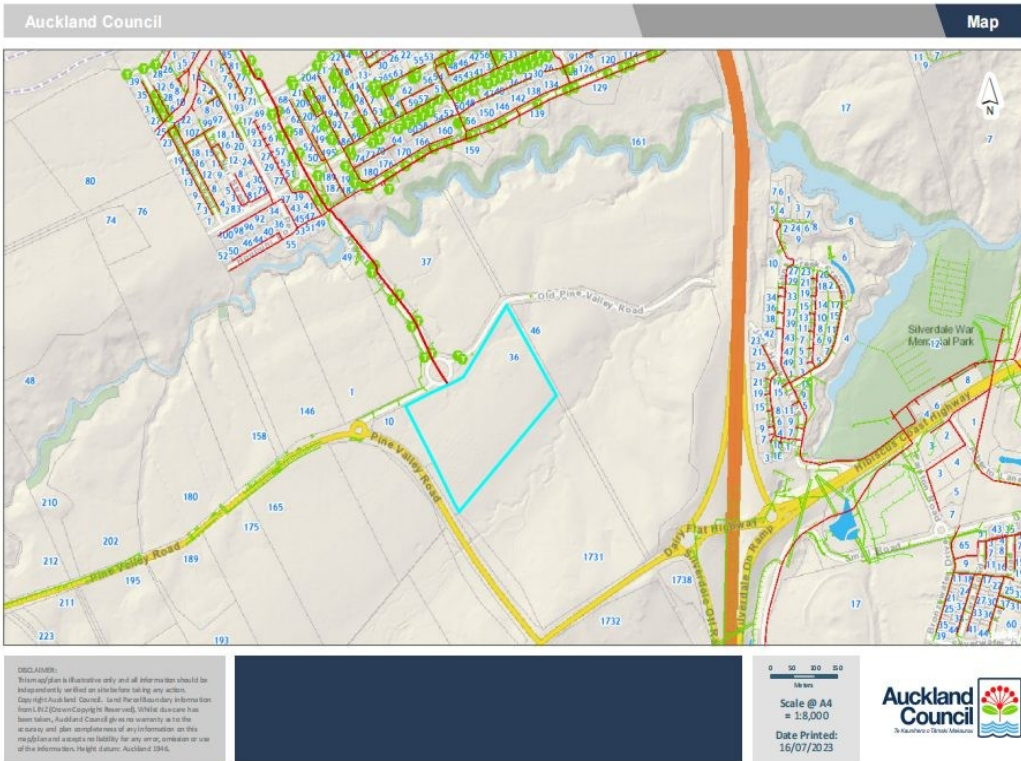
4.2.3 Uncertainty in Pine Valley Area Development.

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)



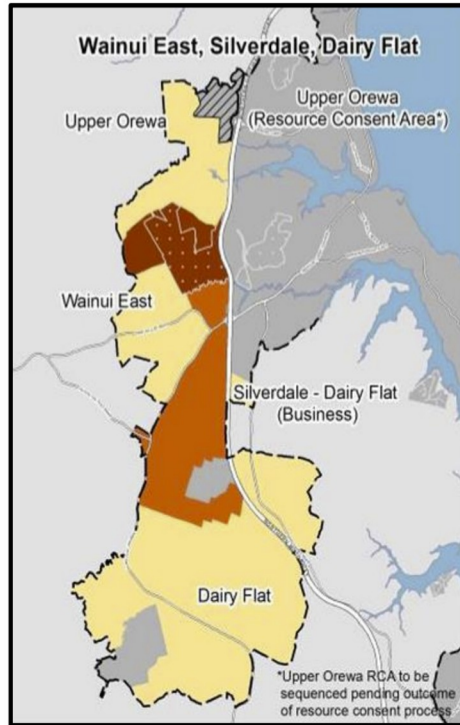
(Image 17: Sewer and water connection)



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.

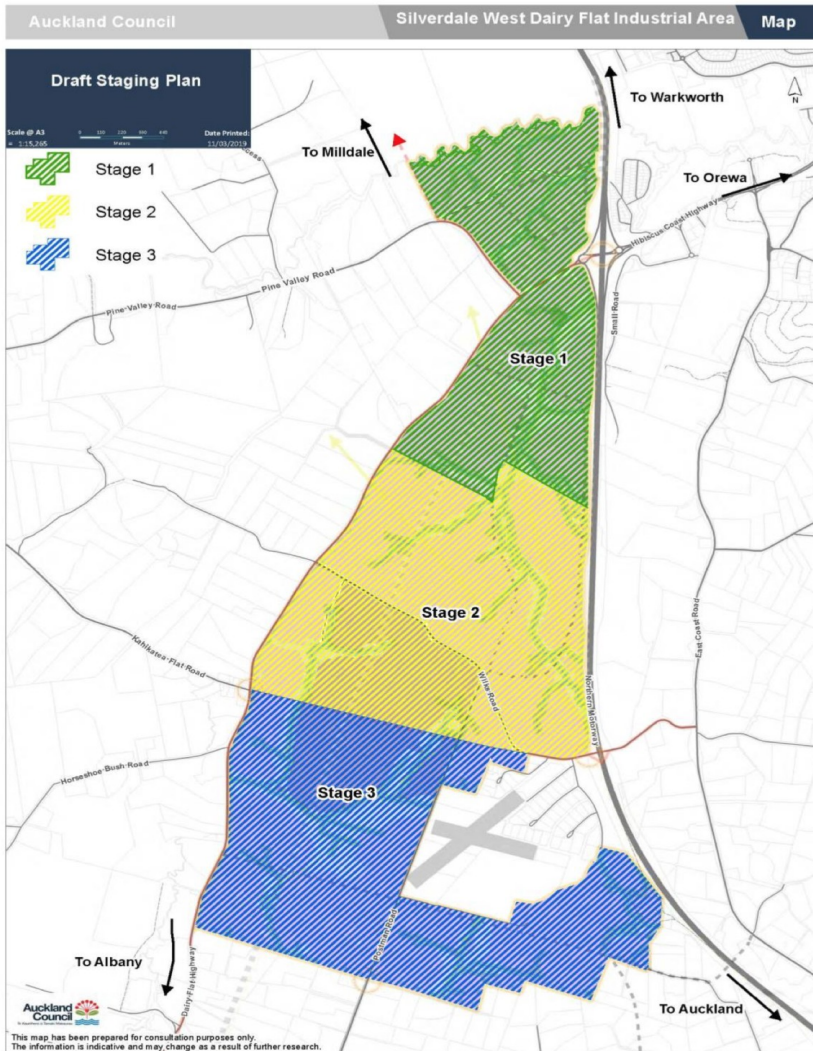
Auckland has long struggled with chronic issues of insufficient land supply, exacerbated by the formidable challenges associated with costly infrastructure and road network supply. Many prospective first-time homebuyers find themselves unable to afford homes due to the scarcity of housing. Pine Valley, 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)



<p>Decade One 1st half 2018 – 2022</p>	<p>Warkworth North* Silverdale - Dairy Flat (business) Whenuapai Stage 1 Drury West Stage 1* Paerata (remainder)</p>
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(Image 19: Staging plan in the structure plan)

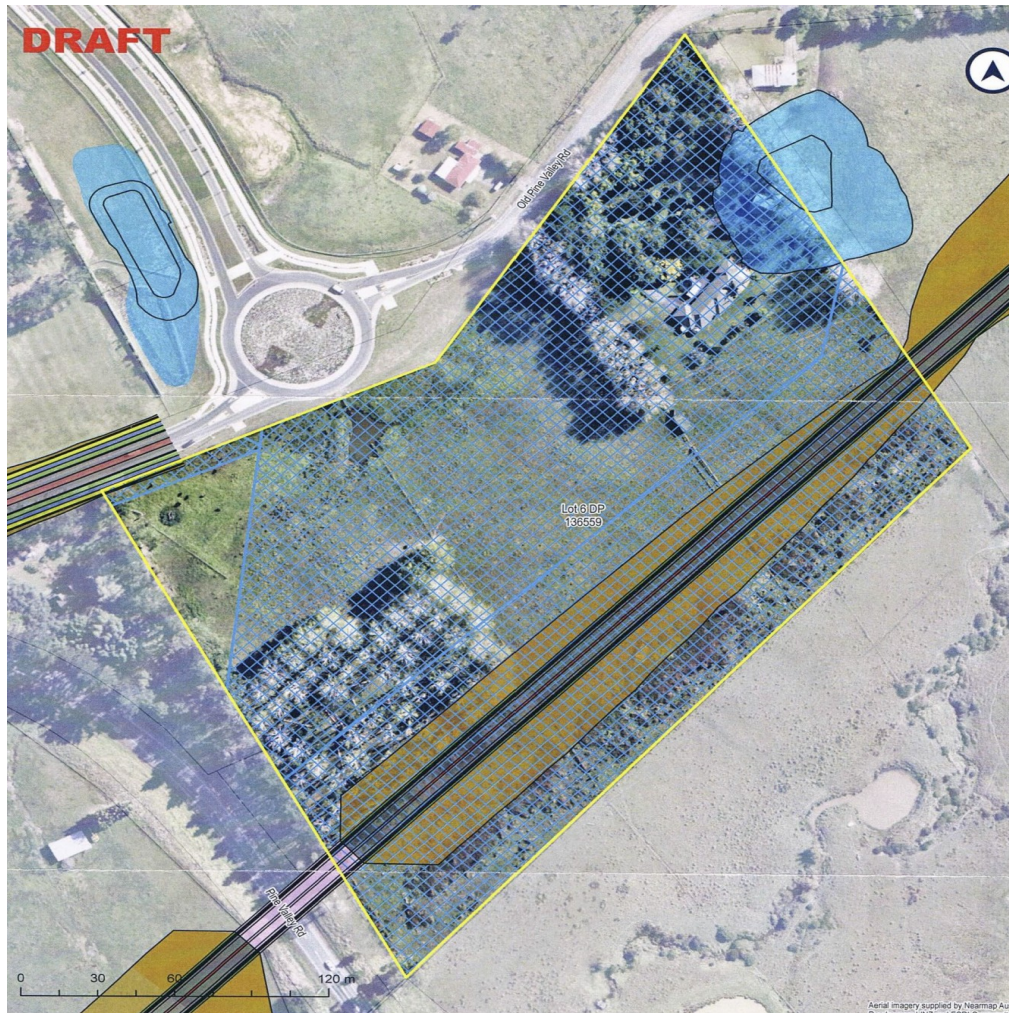


In this way, Pine Valley Area must be considered in addressing the land supply issue, eliminating the uncertainty about its future. The efficiency of utilizing the already invested infrastructure needs to be contemplated. Existing Arterial Roads should be optimally utilized, implementing Feeder Bus routes 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)

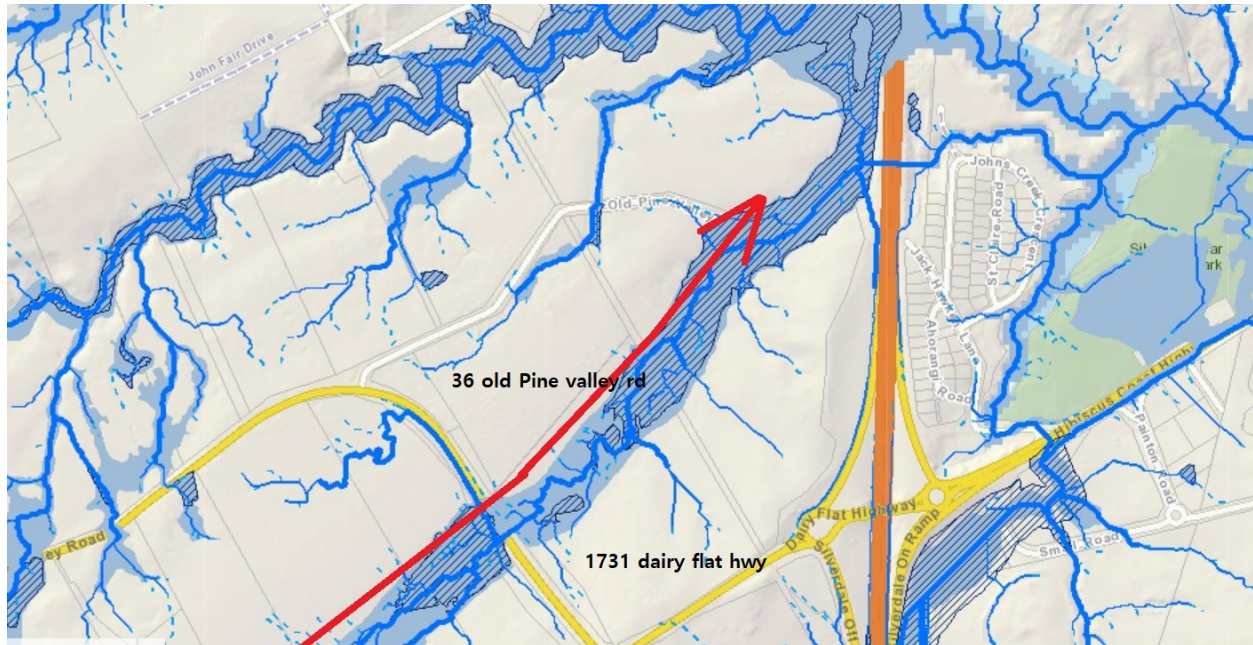


In the previous sections from 4.1 to 4.2, I presented opposing views from a public perspective without considering personal gains and losses, striving to be as objective as possible. However, now, as landowners directly affected by the RTC, I will express our opinions.

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.

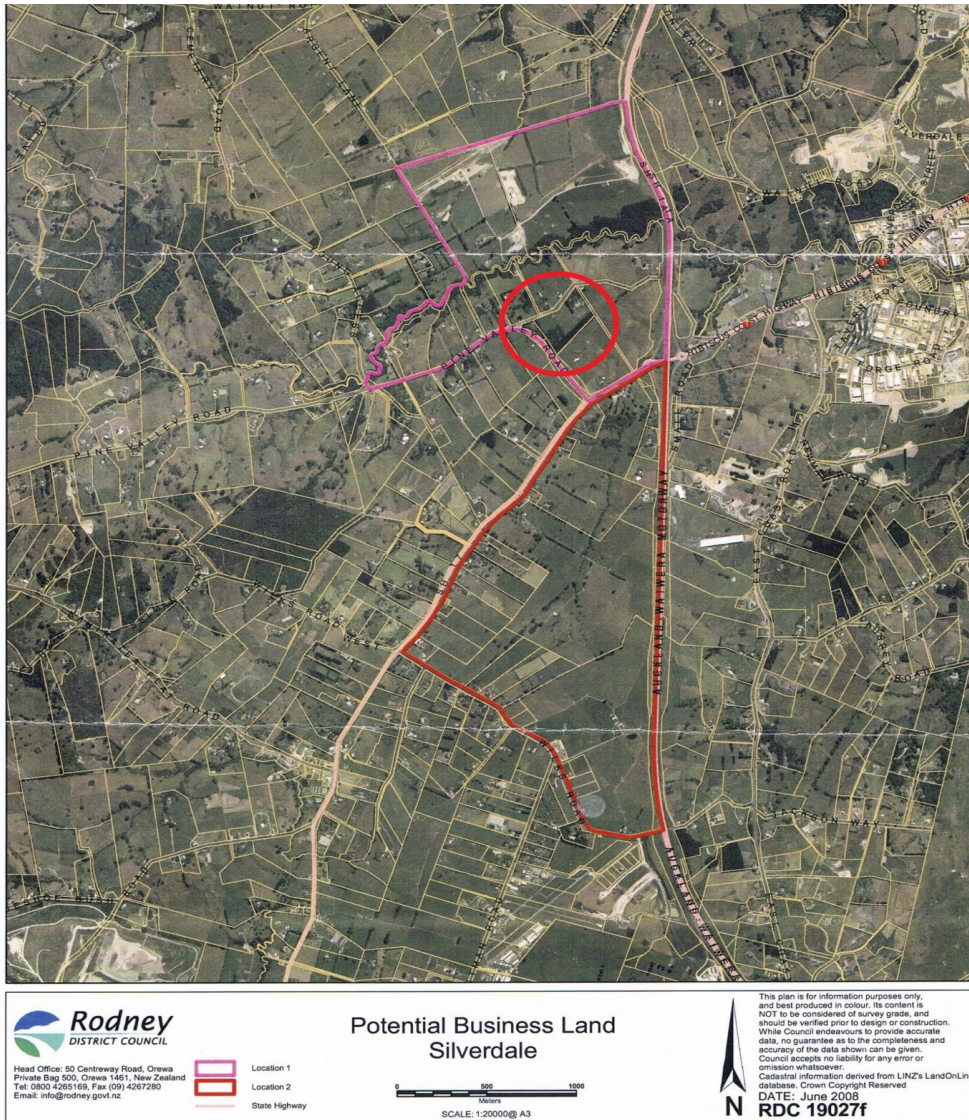
- Reason for Preferred Bus Route Request 1:

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:

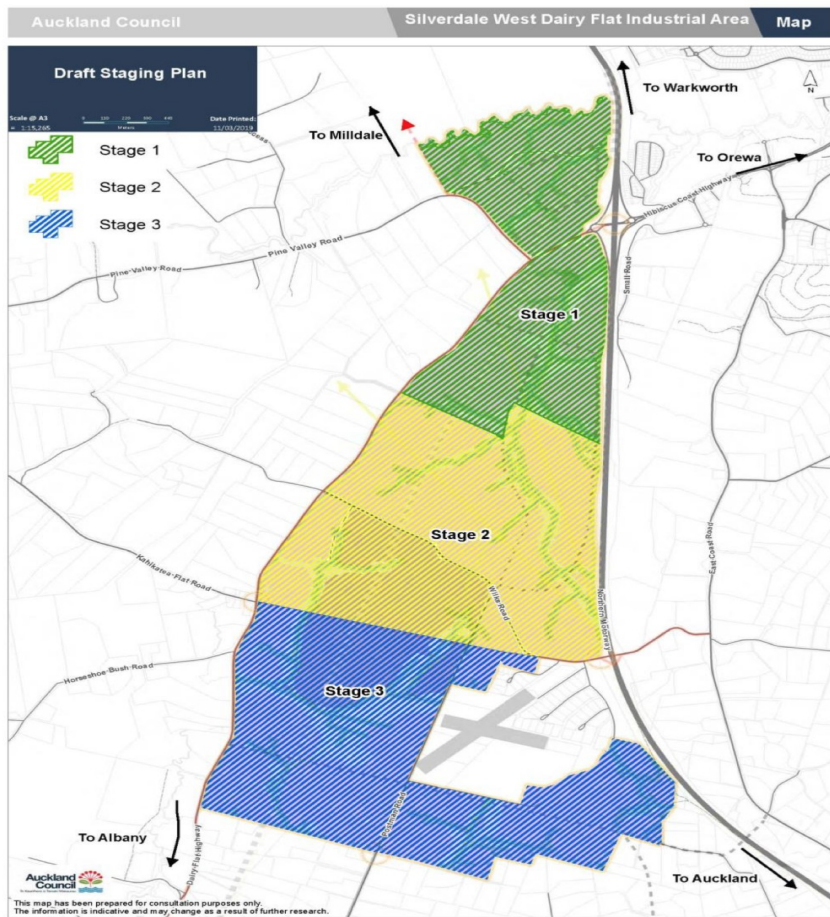
We have been preparing concept plans for developing our property since Auckland City Council notified us around 2008 that they would designate our area as a Business Zone. The Council officially communicated the need for zone changing in the Pine Valley East area, citing a shortage of land for business 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

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.
- 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.

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:

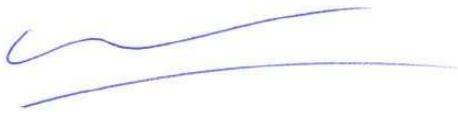
Advice Note:

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.



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

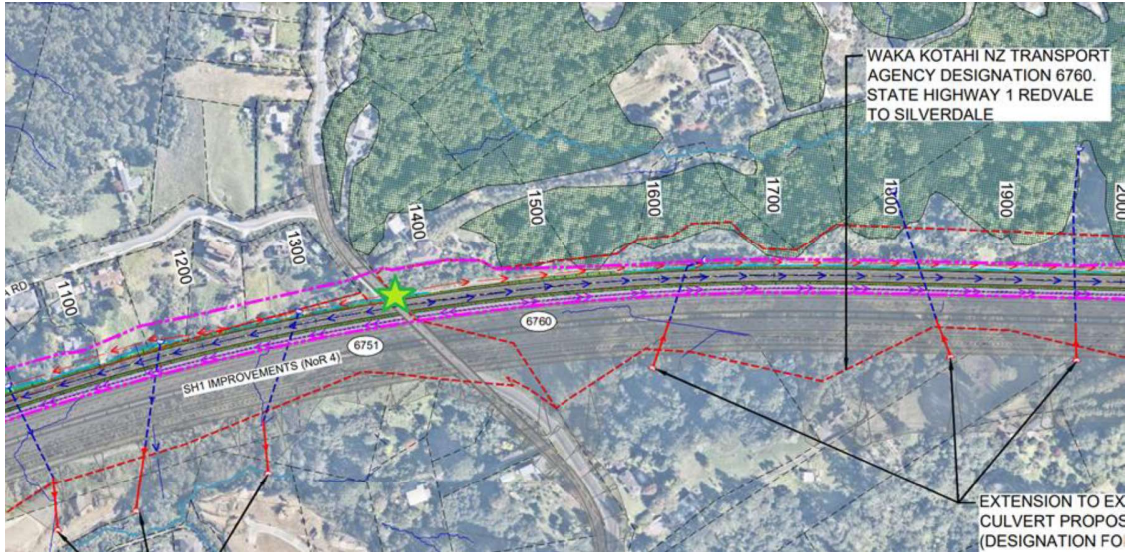
Impacted Telecommunication Facilities

Telecommunication Sites Impacted

FortySouth

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

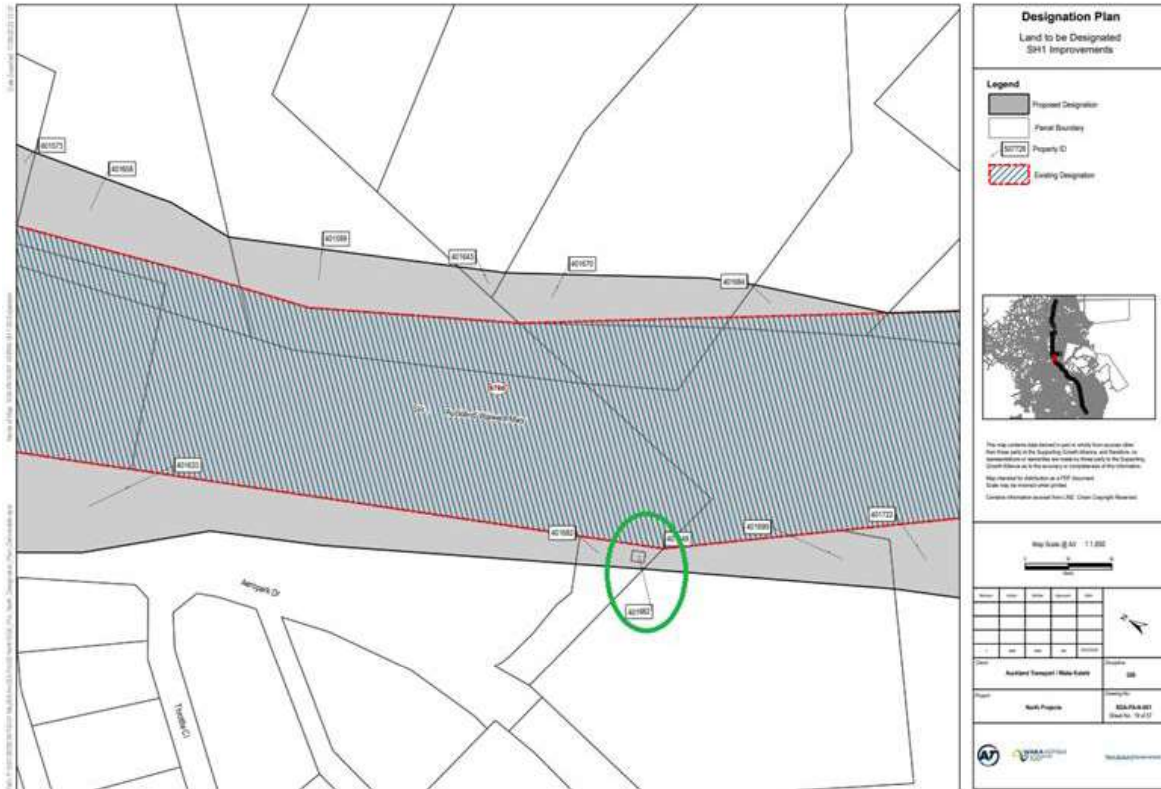
- Pole located on Lonely Track Road Bridge crossing above State Highway 1 (supporting One NZ)



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)





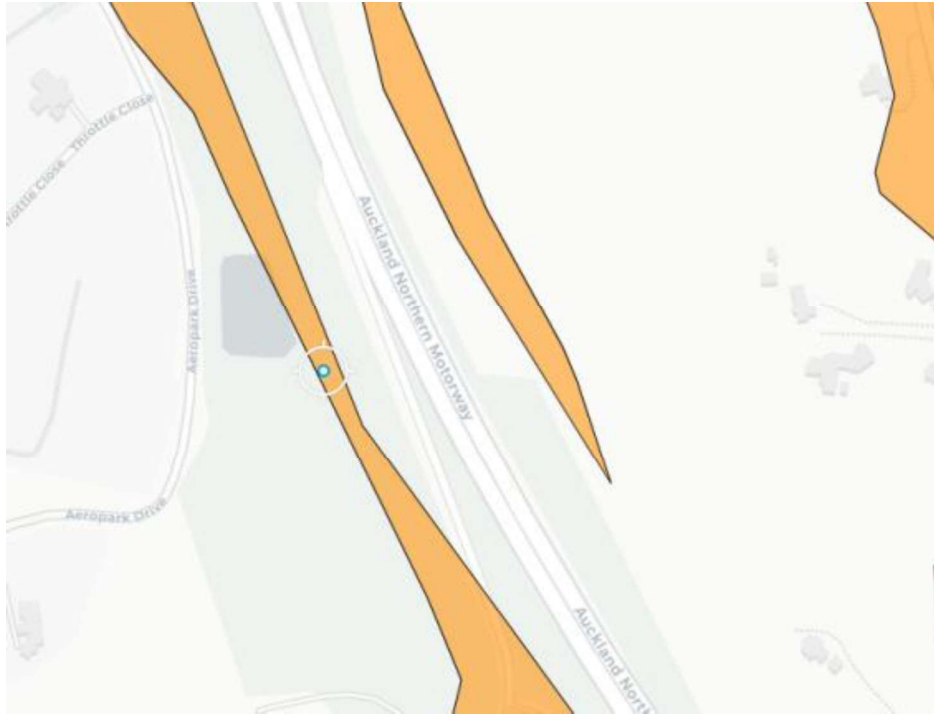
Connexa

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

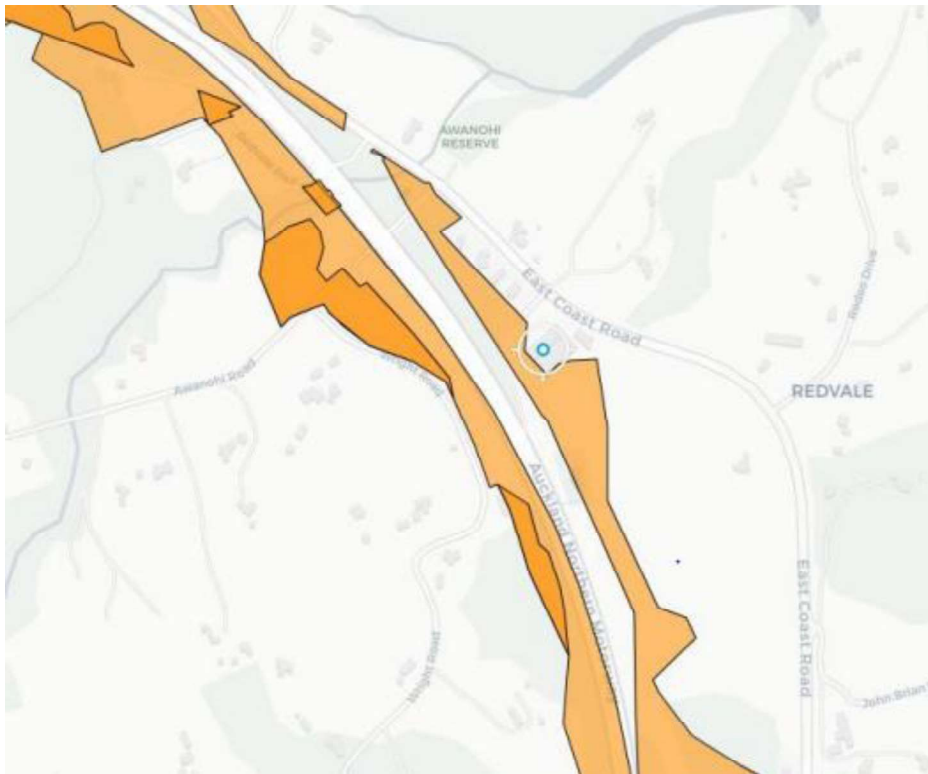
- Telecommunication pole on Silverdale Offramp (supporting 2degrees Network)



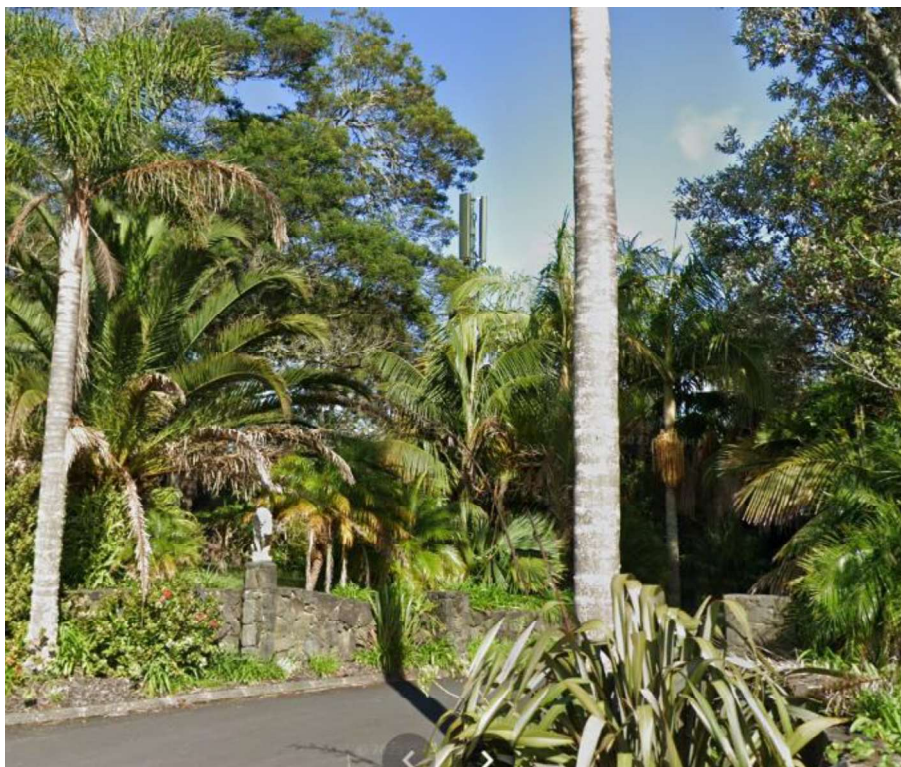
- Telecommunication pole off Wilks Road and Aeropark Drive (supporting 2degrees Network)



- Telecommunication pole on 170 East Coast Road (supporting 2degrees Network)

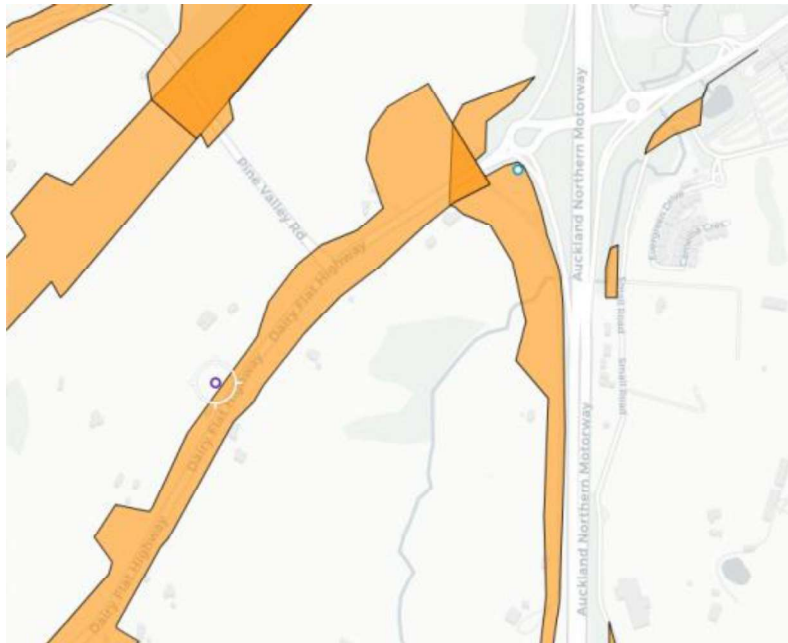


- Telecommunication pole on Lonely Track Road (supporting Spark Network)



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)



From: [Bill Jinny Seo](#)
To: submissions@supportinggrowth.nz; [Unitary Plan](#)
Subject: Submission for Nor 1 and NoR 3
Date: Wednesday, 13 December 2023 5:30:30 pm
Attachments: [Submission_NoR1_n_NoR3.pdf](#)

To Whom It May Concern,

We are Young Jin SEO and Jae Hoi NOH(Jinny), live in 36 Old Pine Valley Rd, Silverdale.
Attached herewith is the submission for NoR1 and NoR3.

Regards,
YJ Seo Jinny NOH

>
>

**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

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1. Introduction

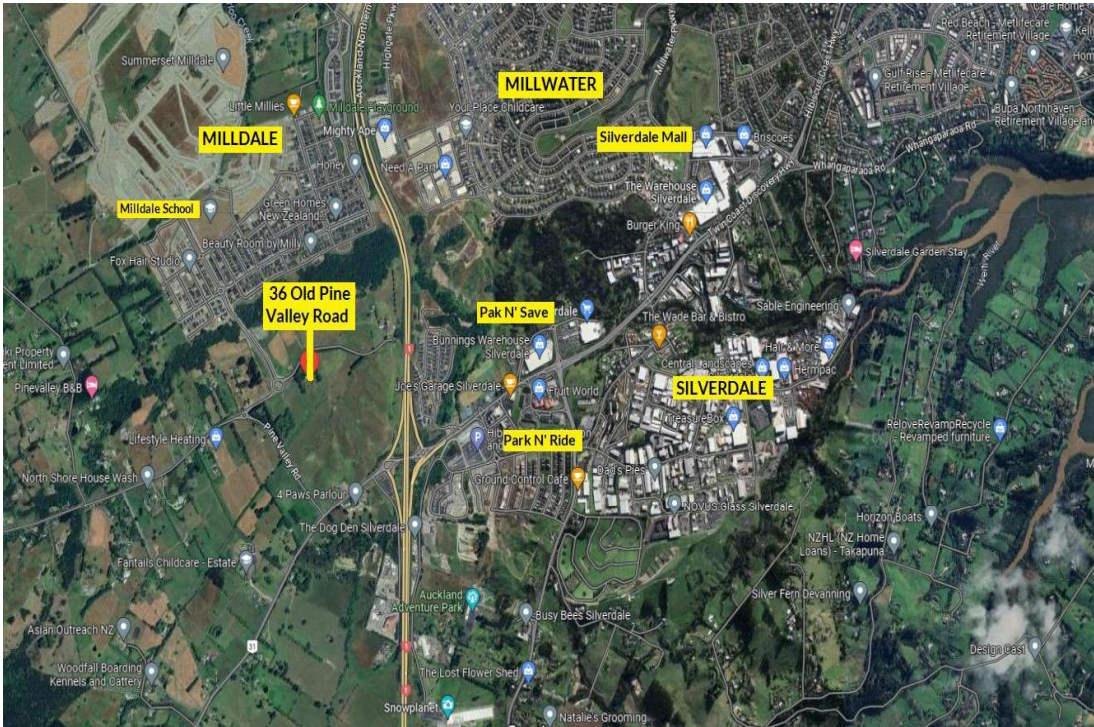
We are Seo Youngjin and Noh Jaehoe, a married couple. First, we would like to express our gratitude to the officials and experts who have been attentive to our opinions and have effectively communicated with us through the server submission. We purchased 36 Old Pine Valley Road in 2003 and have been 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.

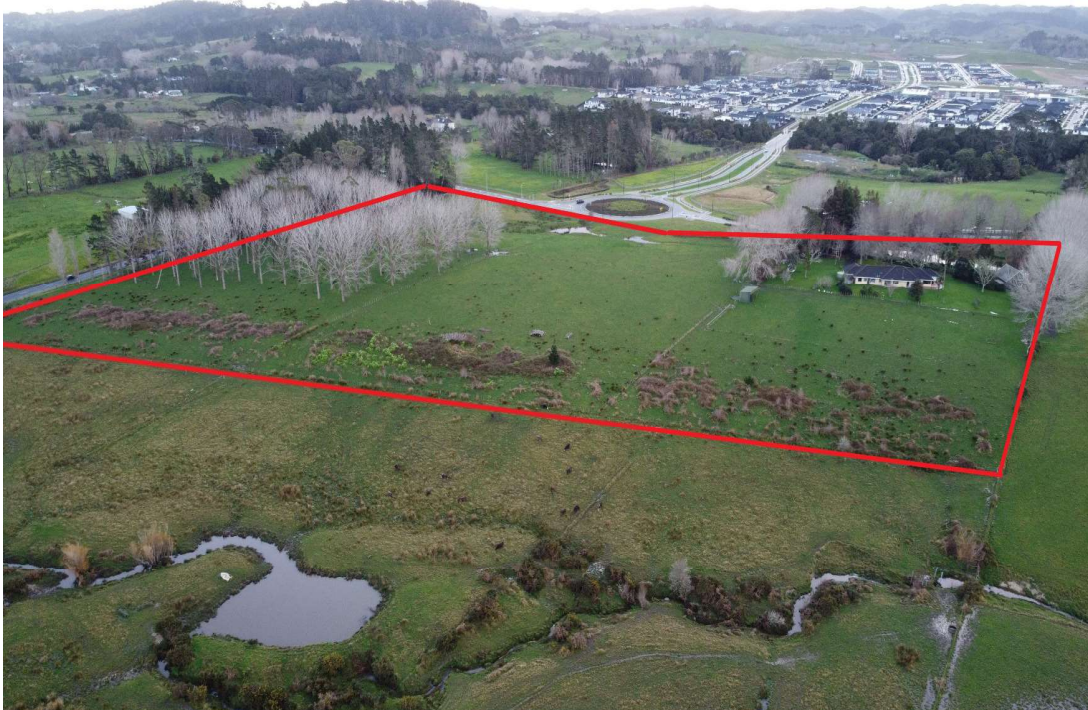
1.1 Property Introduction and Current Status

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.)



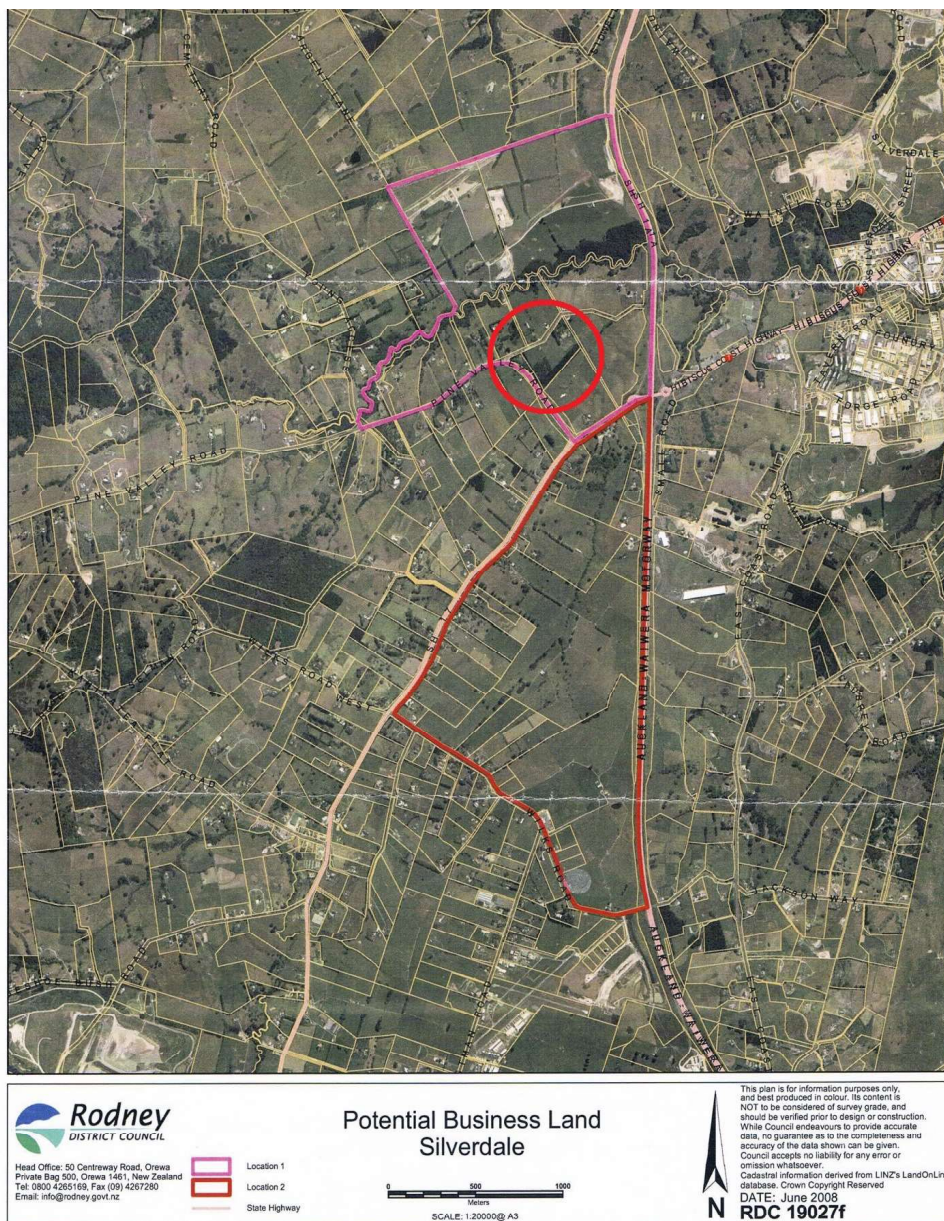
(Image2: Captured images of my house and its surroundings using a drone.)





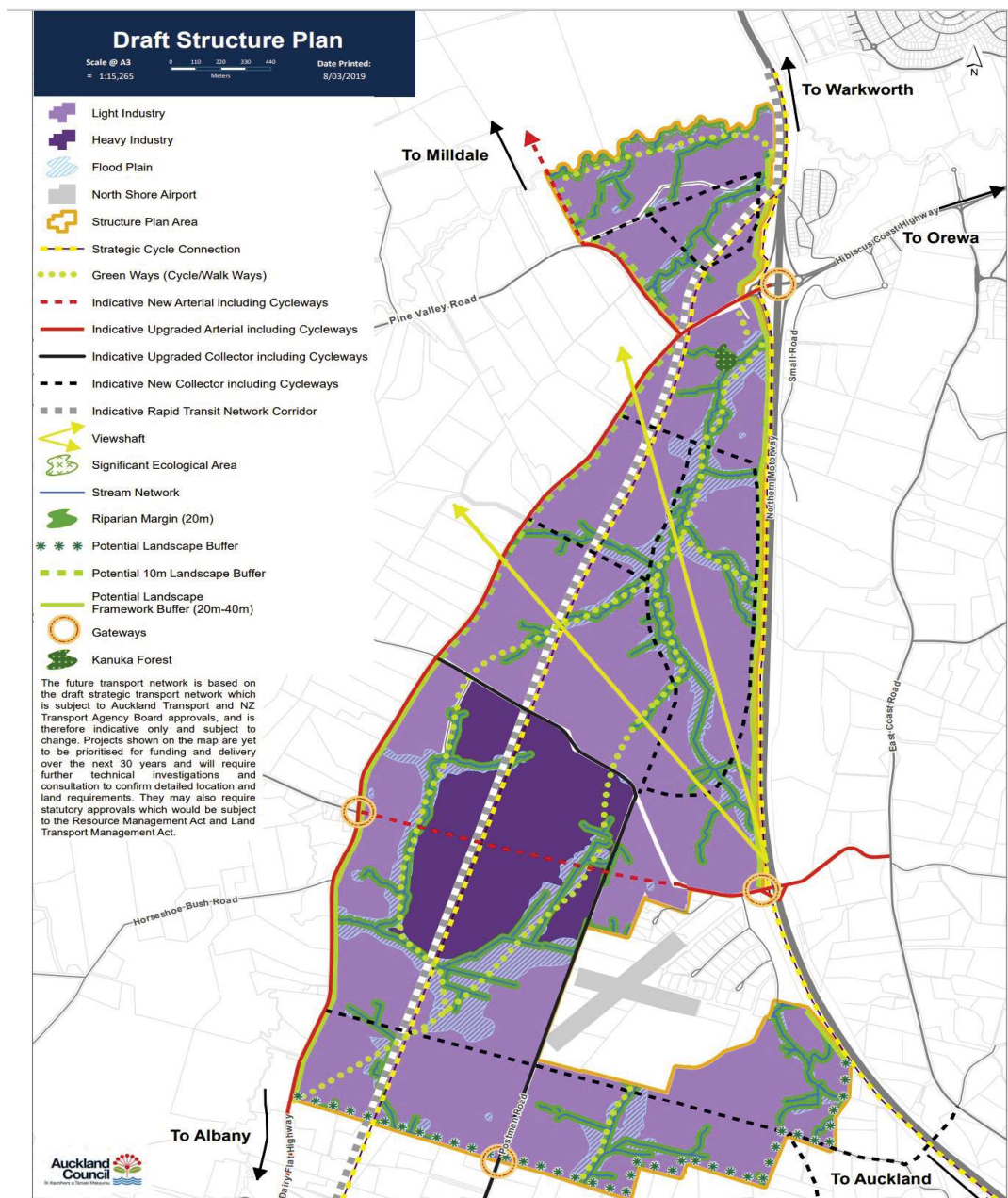
In 2008, the Auckland Council notified local landowners in Pine Valley East of their plans to designate the area as a Business Zone in the future. This communication included information about the development schedule, methods, and other relevant details.

(Image3: Received an image in 2008, indicating future business zone development for our land.)



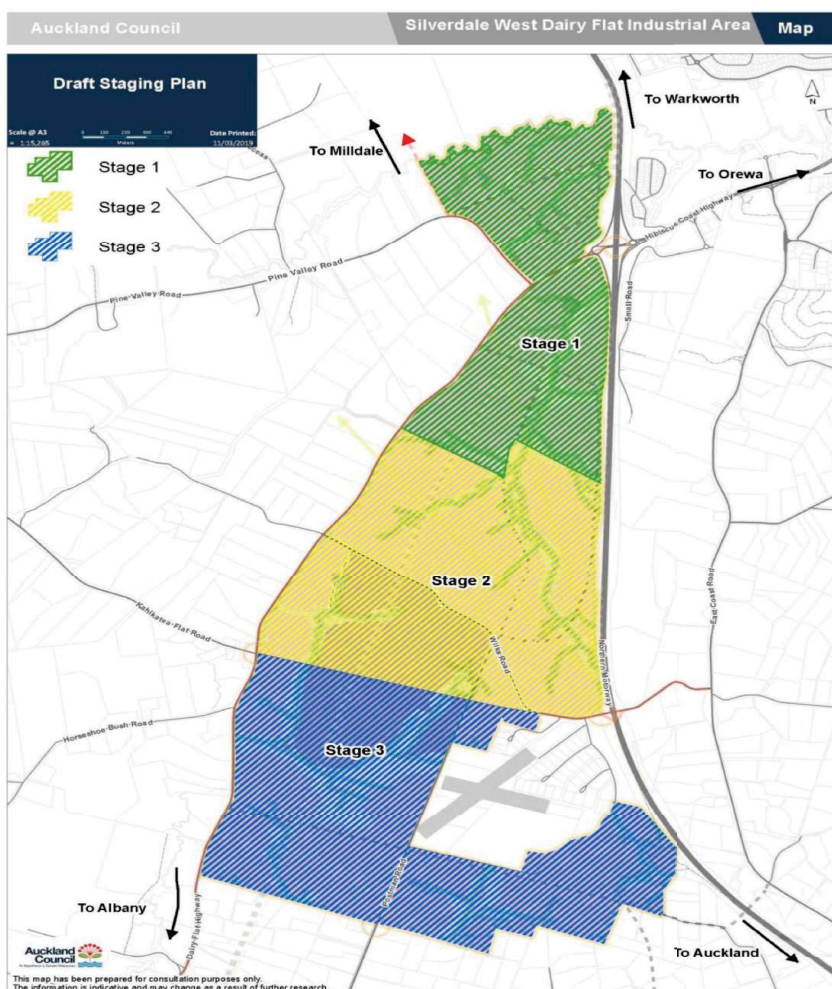
In 2019, the Auckland Council announced the Silverdale West Dairy Flat Industrial Area Structure Plan.

(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:

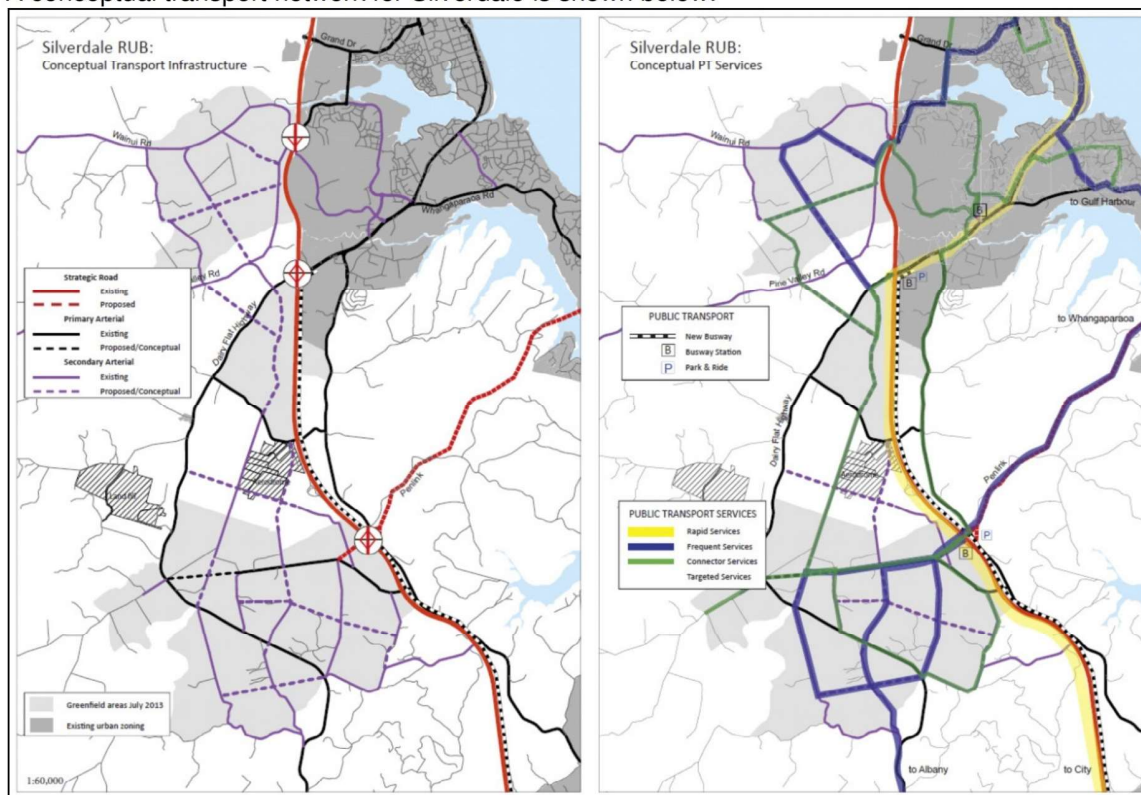


Figure 11 - Conceptual Transport Network for Silverdale

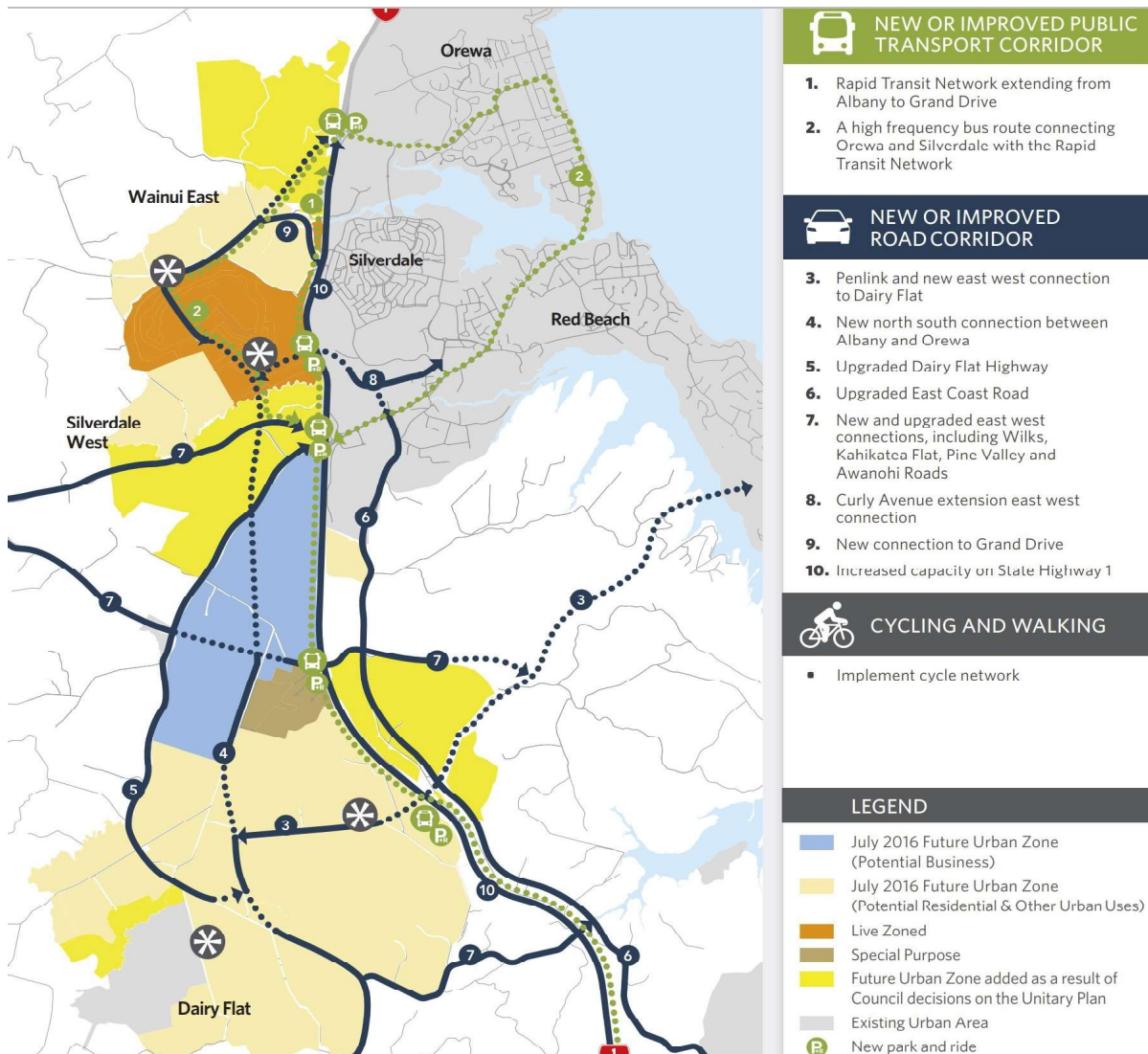
Joshua Arbury
Principal Transport Planner
Auckland Strategy & Research Department
Auckland Council



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

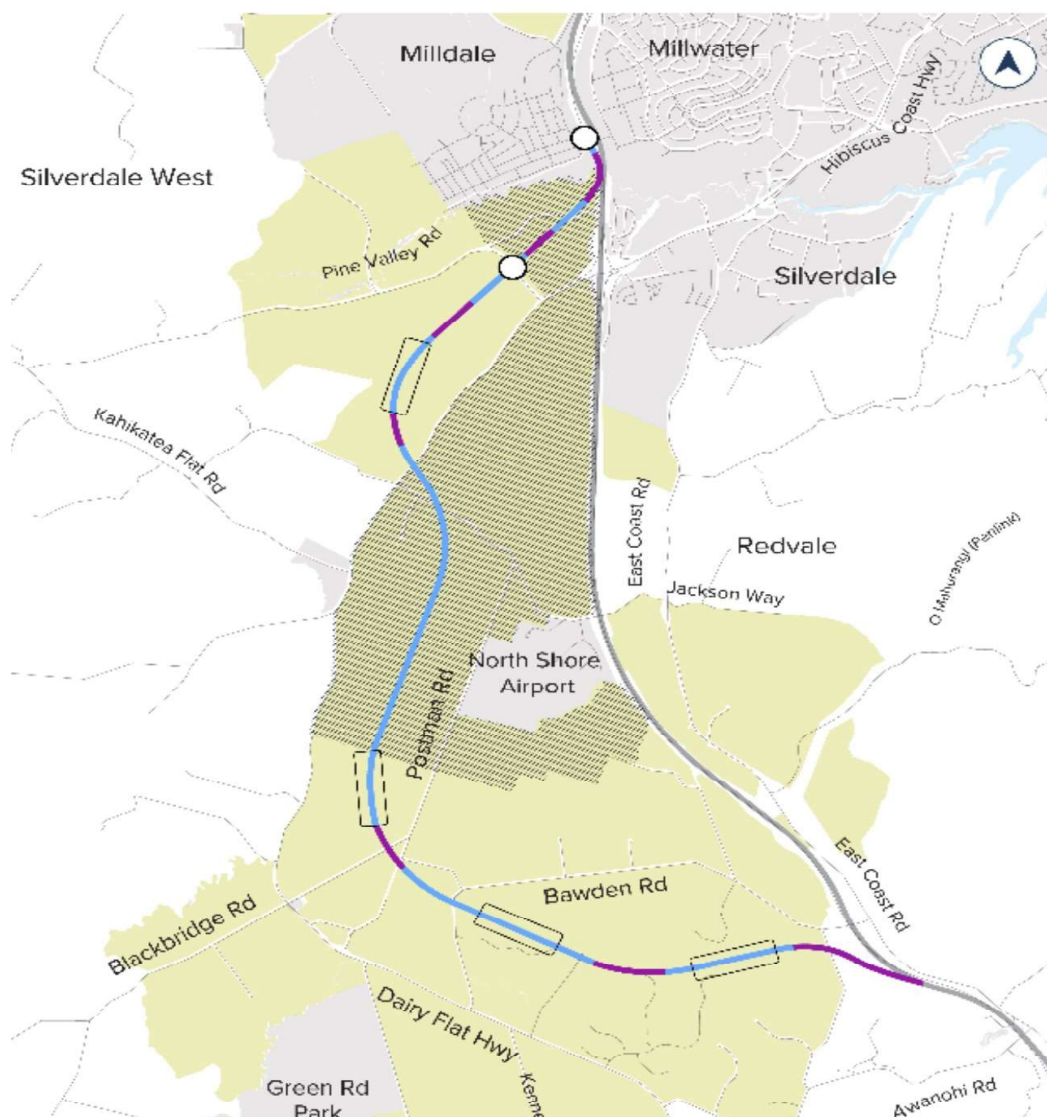


In the material from NZTA in 2019, the Rapid Transit Corridor (bus rapid transit corridor) was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd). However, upon reaching the Dairy Flat area at Bawden Rd, the design shifts away from the highway, penetrating the center of the 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.

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

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.

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.

(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.

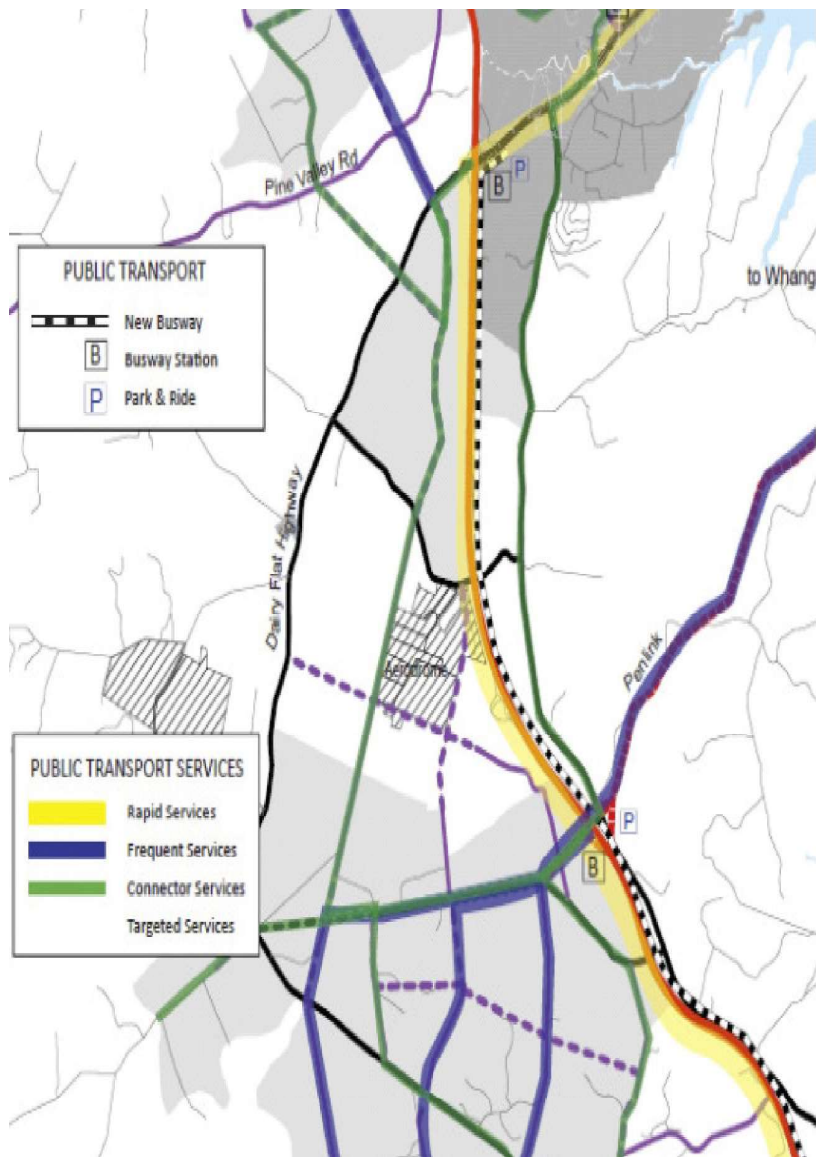
4. Issues and Alternatives for NOR1

4.1 Construction Along the Highway

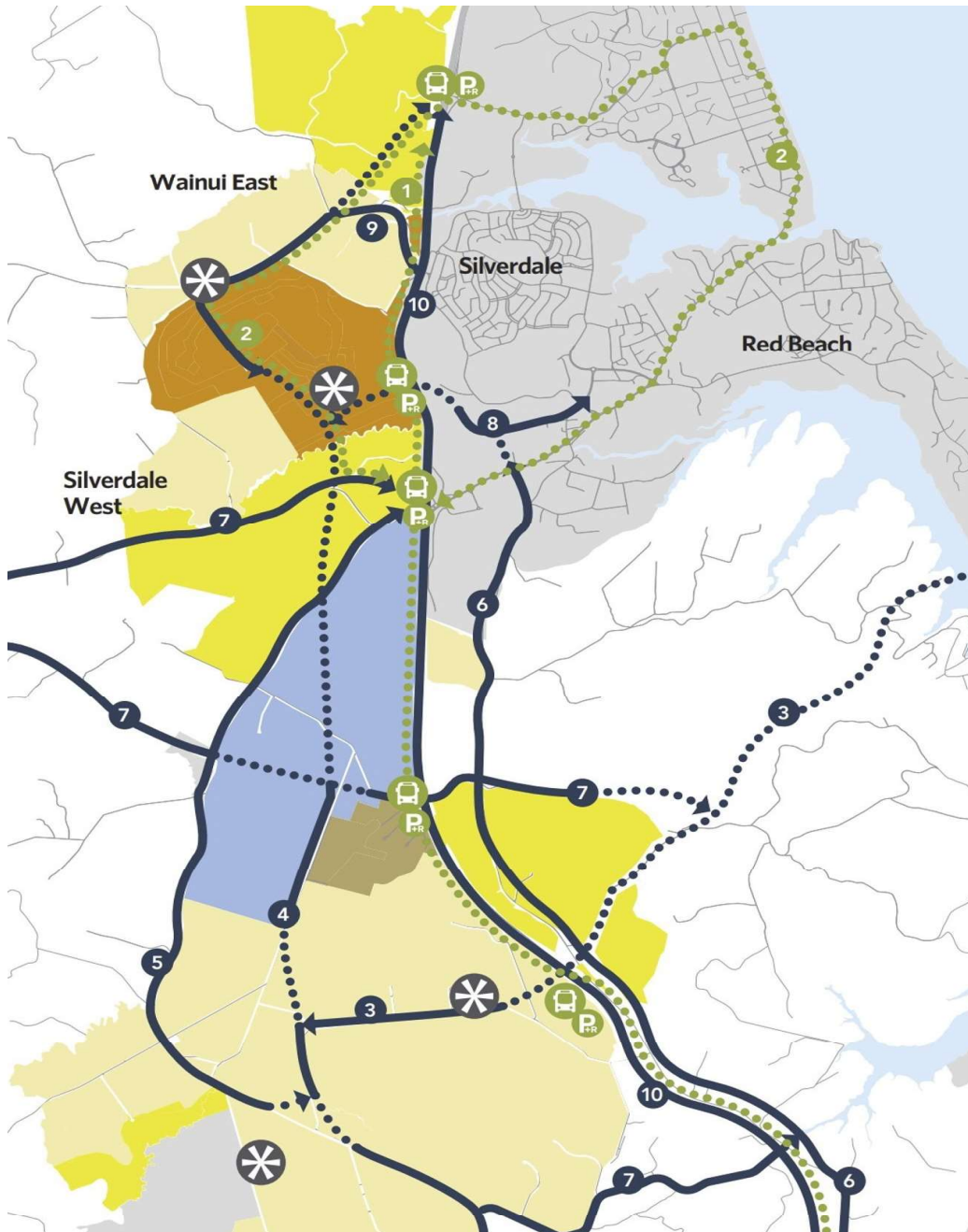
In this submission, I will refer to the construction of a bus lane along the highway as "HBL (Highway Bus Lane creation)" for convenience. HBL involves the addition of bus shoulder lanes on the highway or the creation of independent bus lanes, similar to bus-only zones.

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

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."

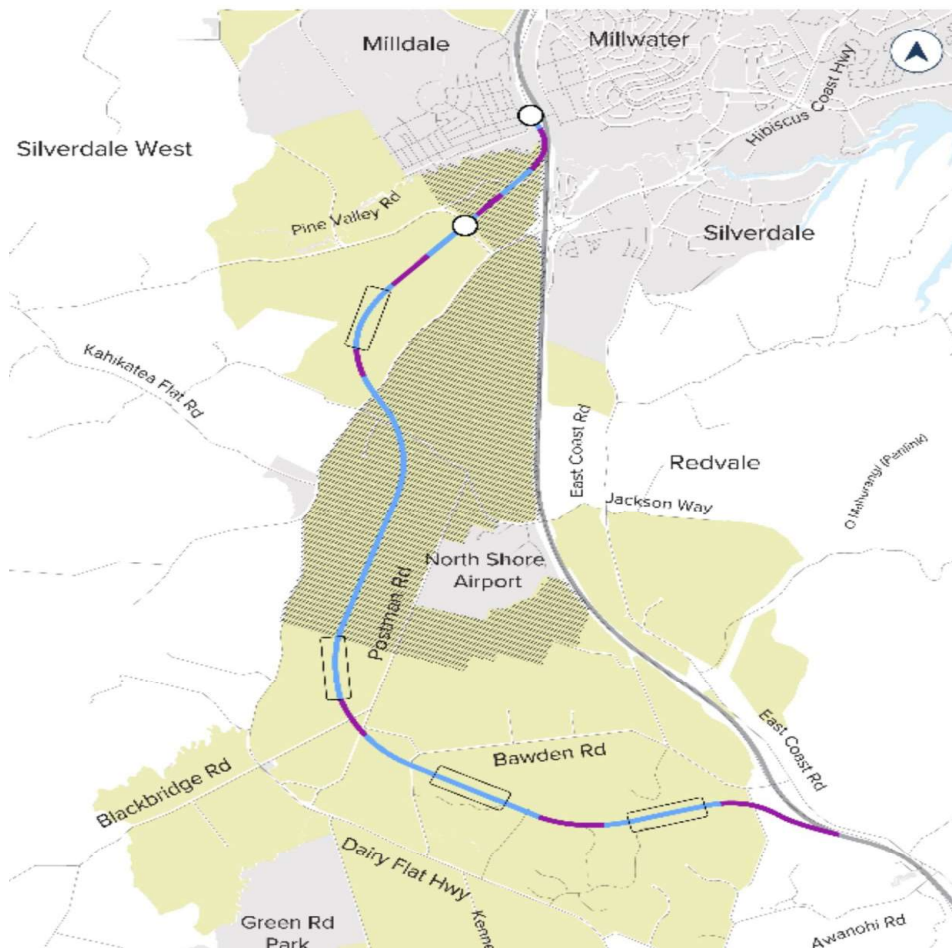
The RTC Pre-2019 was designed to follow the highway from Albany to the Dairy Flat area (Bawden Rd), and then, departing from the highway at Dairy Flat (Bawden Rd), it was designed to traverse the center of the Dairy Flat area. As it approached the Silverdale area, it again approached the highway, eventually 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.

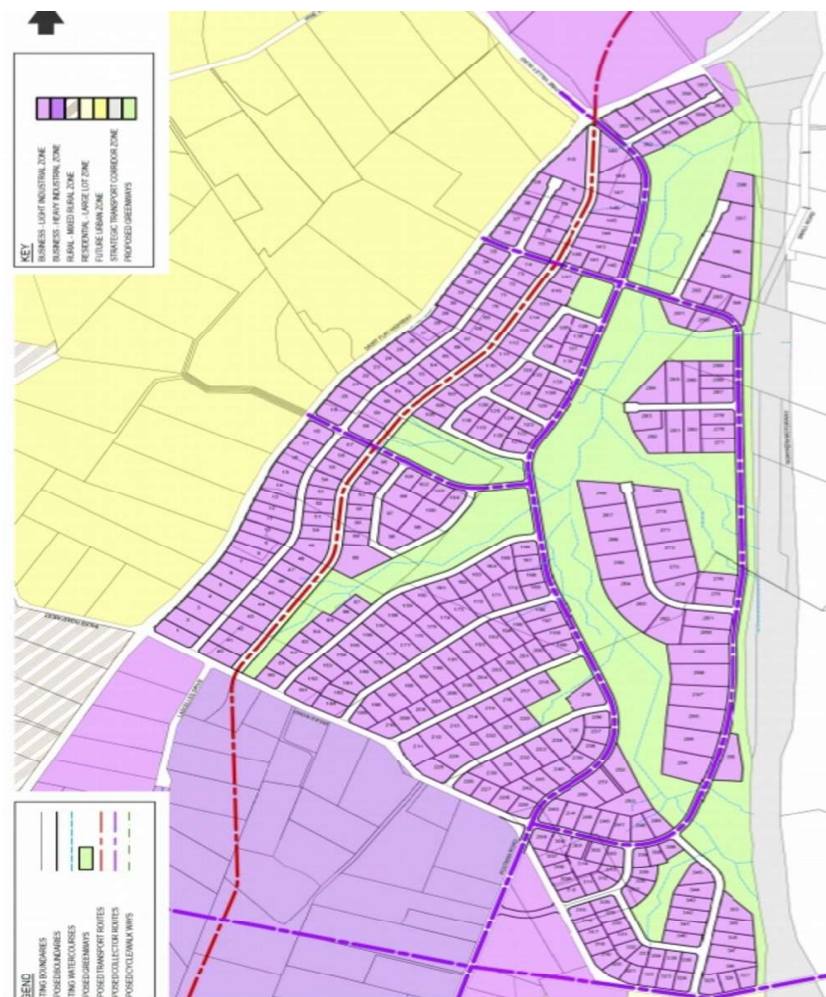
However, I oppose the current RTC plan as it involves a route that returns to the Pine Valley area. This exacerbates the issues I previously raised concerning the HBL approach:

- 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.

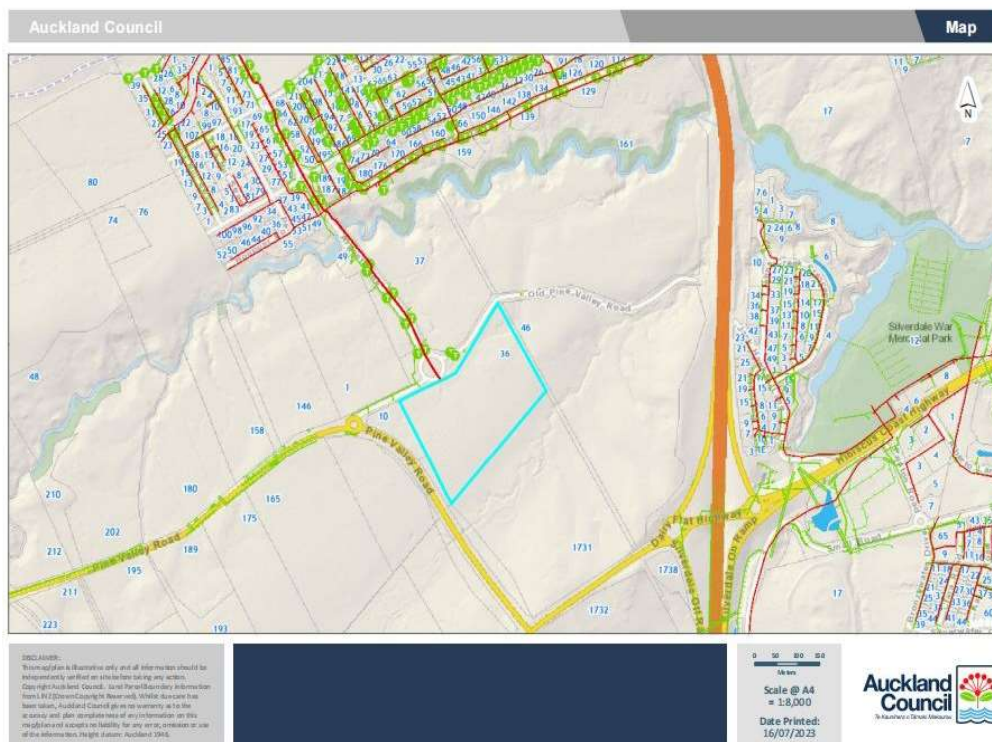
4.2.3 Uncertainty in Pine Valley Area Development.

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: Unity Plan in silverdale area)



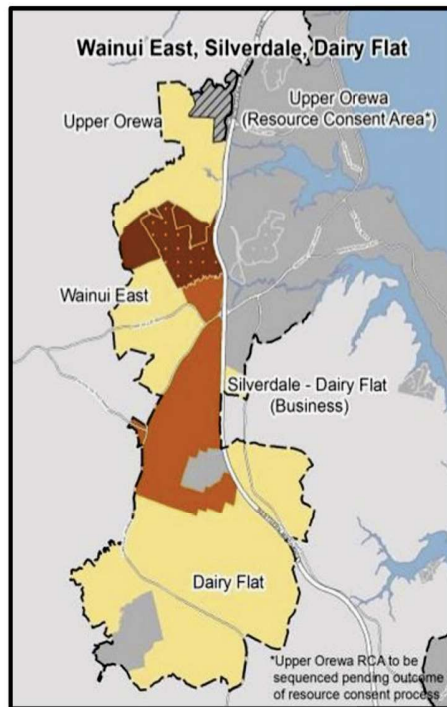
(Image 17: Sewer and water connection)



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.

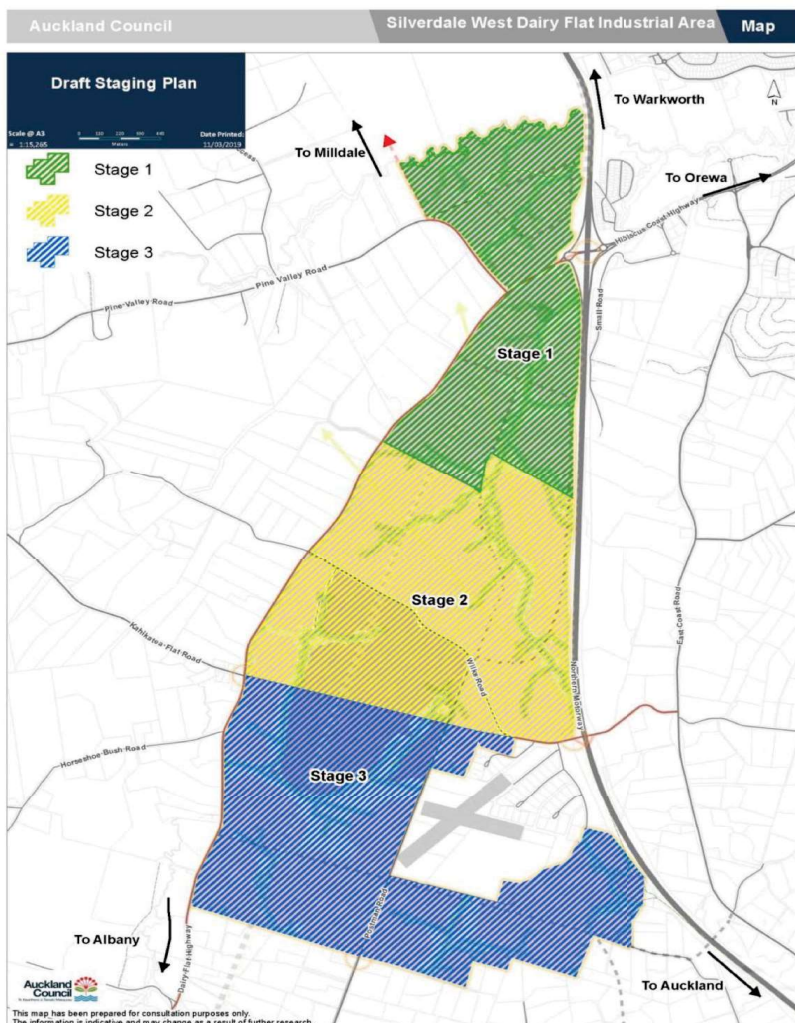
Auckland has long struggled with chronic issues of insufficient land supply, exacerbated by the formidable challenges associated with costly infrastructure and road network supply. Many prospective first-time homebuyers find themselves unable to afford homes due to the scarcity of housing. Pine Valley, 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)

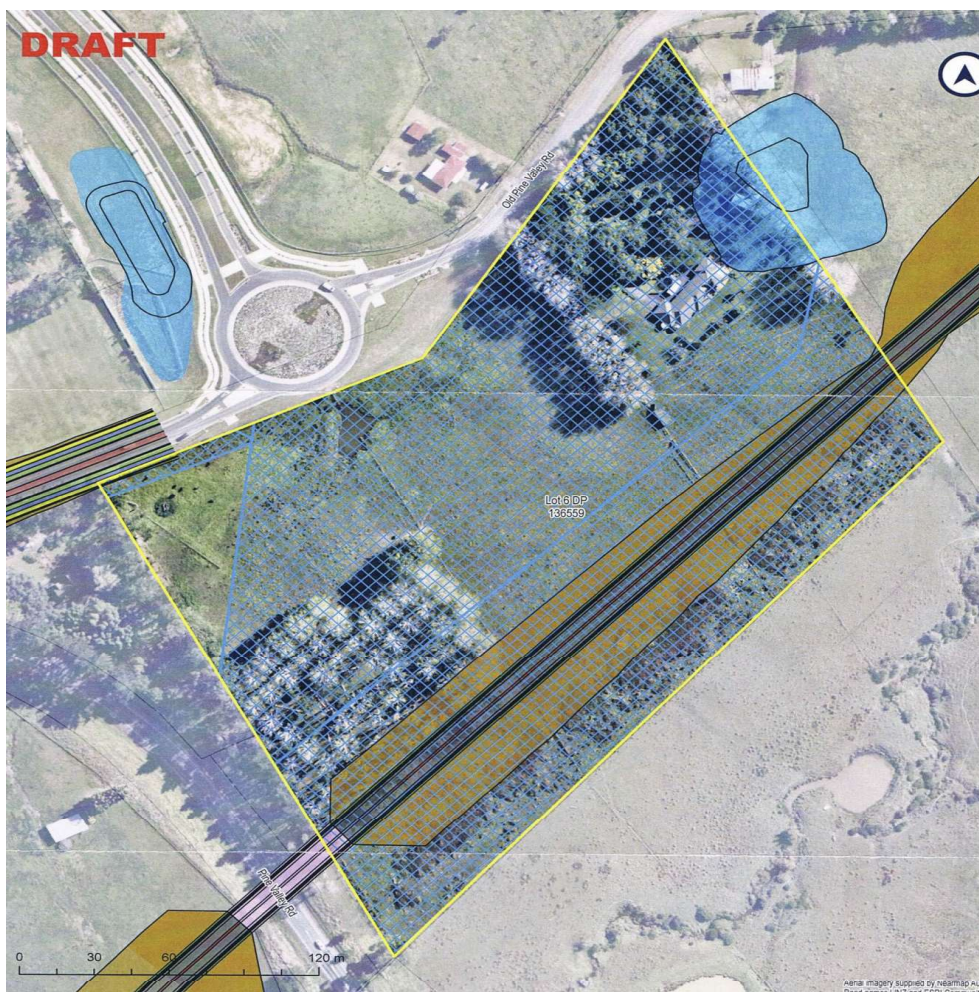


In this way, Pine Valley Area must be considered in addressing the land supply issue, eliminating the uncertainty about its future. The efficiency of utilizing the already invested infrastructure needs to be contemplated. Existing Arterial Roads should be optimally utilized, implementing Feeder Bus routes 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)

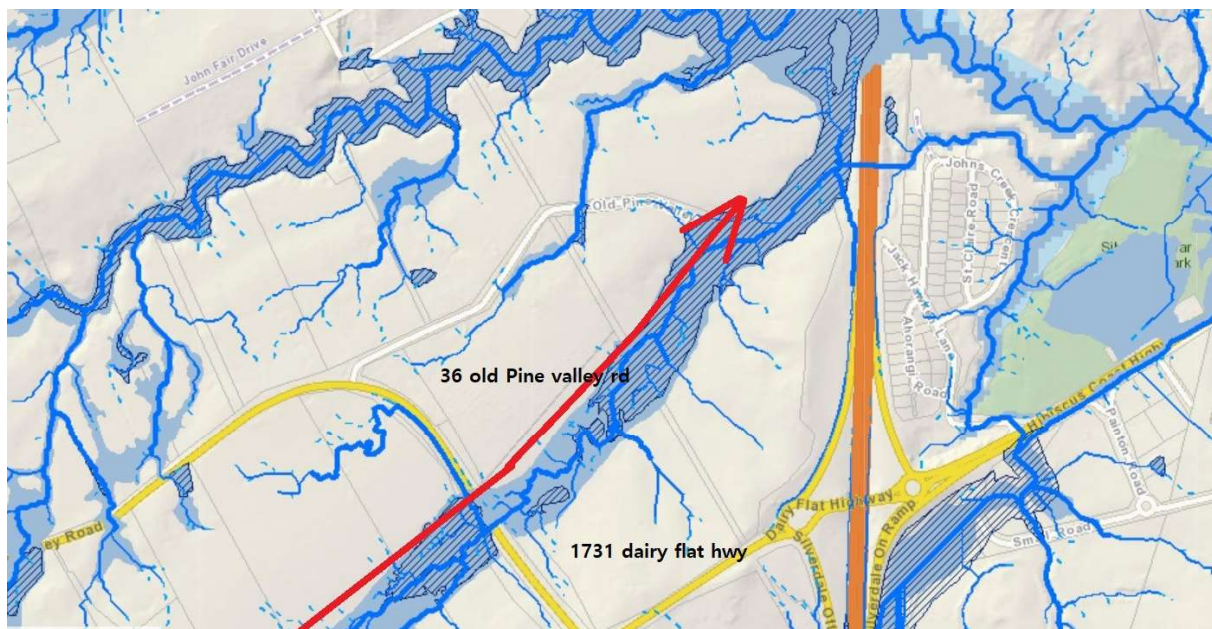


In the previous sections from 4.1 to 4.2, I presented opposing views from a public perspective without considering personal gains and losses, striving to be as objective as possible. However, now, as landowners directly affected by the RTC, I will express our opinions.

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.

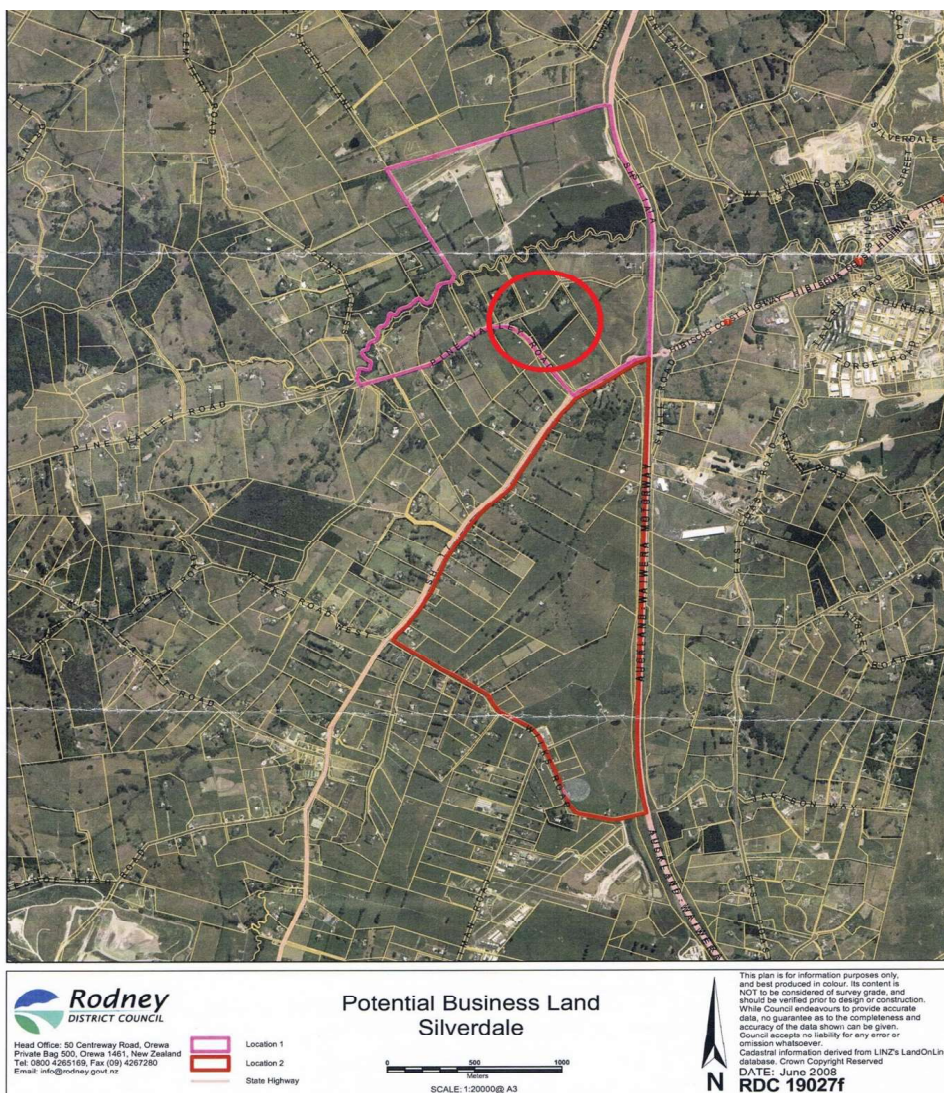
- Reason for Preferred Bus Route Request 1:

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:

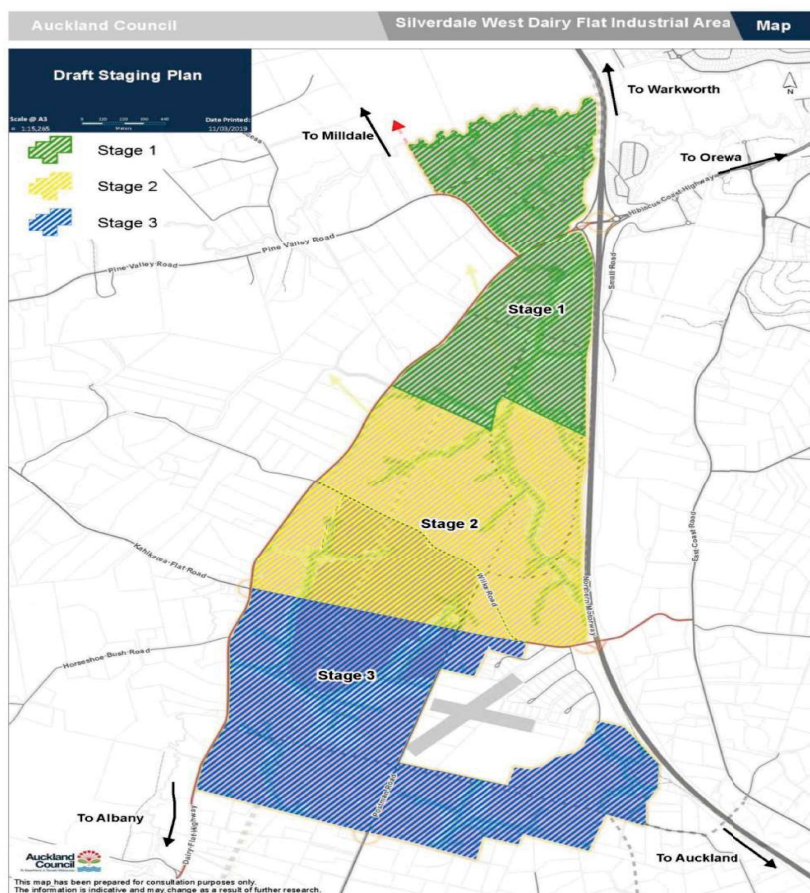
We have been preparing concept plans for developing our property since Auckland City Council notified us around 2008 that they would designate our area as a Business Zone. The Council officially communicated the need for zone changing in the Pine Valley East area, citing a shortage of land for business 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

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.
- 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.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1164] Notice of Requirement online submission - Roland and Anne Plank
Date: Wednesday, 13 December 2023 4:16:00 pm

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

Contact details

Full name of submitter: Roland and Anne Plank

Organisation name:

Full name of your agent:

Email address: roland.plank23@gmail.com

Contact phone number: 021 030 6997

Postal address:
1591 Dairy Flat Highway
RD4
Albany
Auckland 0794

Submission details

Name of requiring authority: Waka Kotahi (NZTA)

The designation or alteration: North: NOR 3 New Rapid Transit Station at Pine Valley Road

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:

The planning process has put the 'cart before the horse' by laying claim to land for possible transportation corridors some decades ahead of developing 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 the selection of the currently proposed RTC involve some astonishing assumptions. The additional length of the corridor and the 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 NoRs 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 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 are 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: 13 December 2023

Attend a hearing

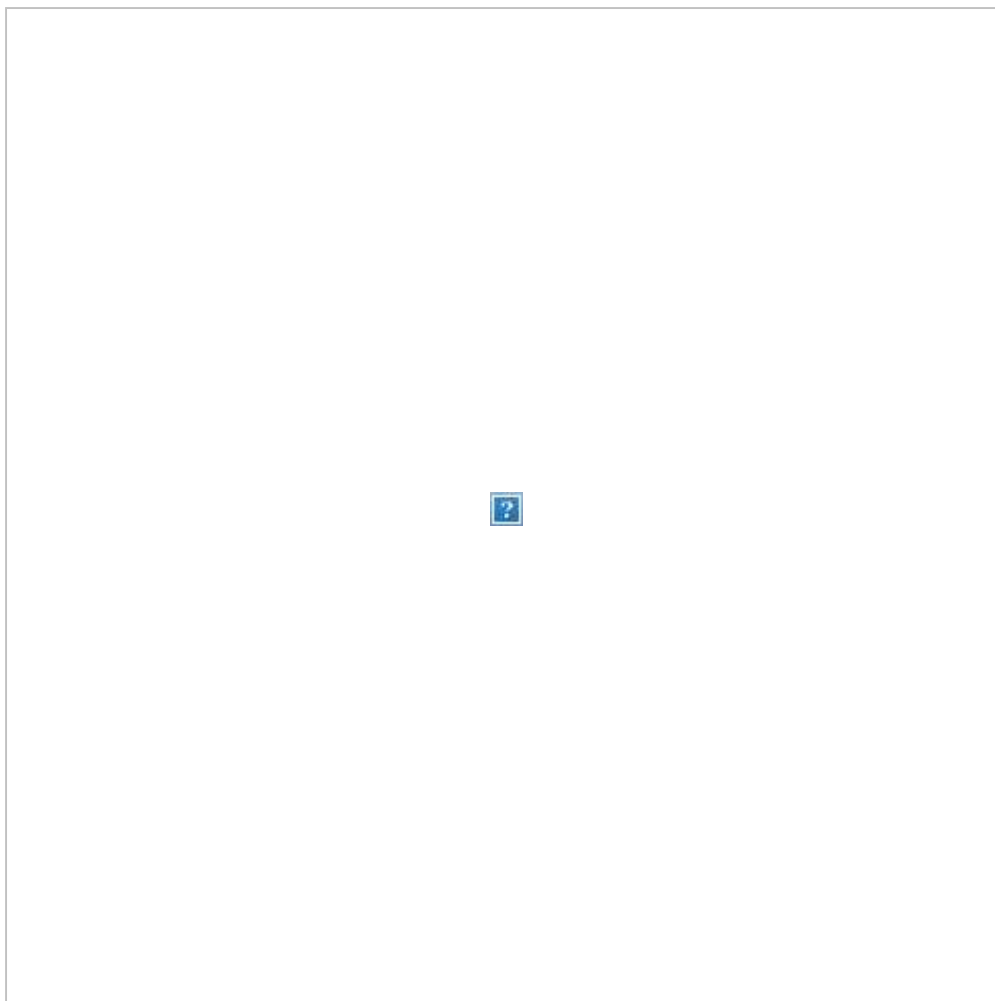
Do you wish to be heard in support of your submission? Yes

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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SUBMISSION ON NOTICES OF REQUIREMENT FOR A DESIGNATION

**JOINT NOTIFICATION OF 13 SEPARATE NOTICES OF REQUIREMENT BY
AUCKLAND TRANSPORT AND WAKA KOTAHİ 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 Coulter 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 Coulter has given notice of each notice of requirement in a global way to the Submitter. It would be perverse if Ms Coulter 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 Coulter’s notification, the Submitter has been notified more explicitly in Ms Coulter’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

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:1221] Notice of Requirement online submission - Leslie Edwin Hawken
Date: Thursday, 14 December 2023 3:45:44 pm
Attachments: [Submissions by Leslie Edwin Hawken_20231214153738.301.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 3 New Rapid Transit Station at Pine Valley Road

The specific provisions that my submission relates to are:
Please see attached submission

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_20231214153738.301.pdf](#)

Attend a hearing

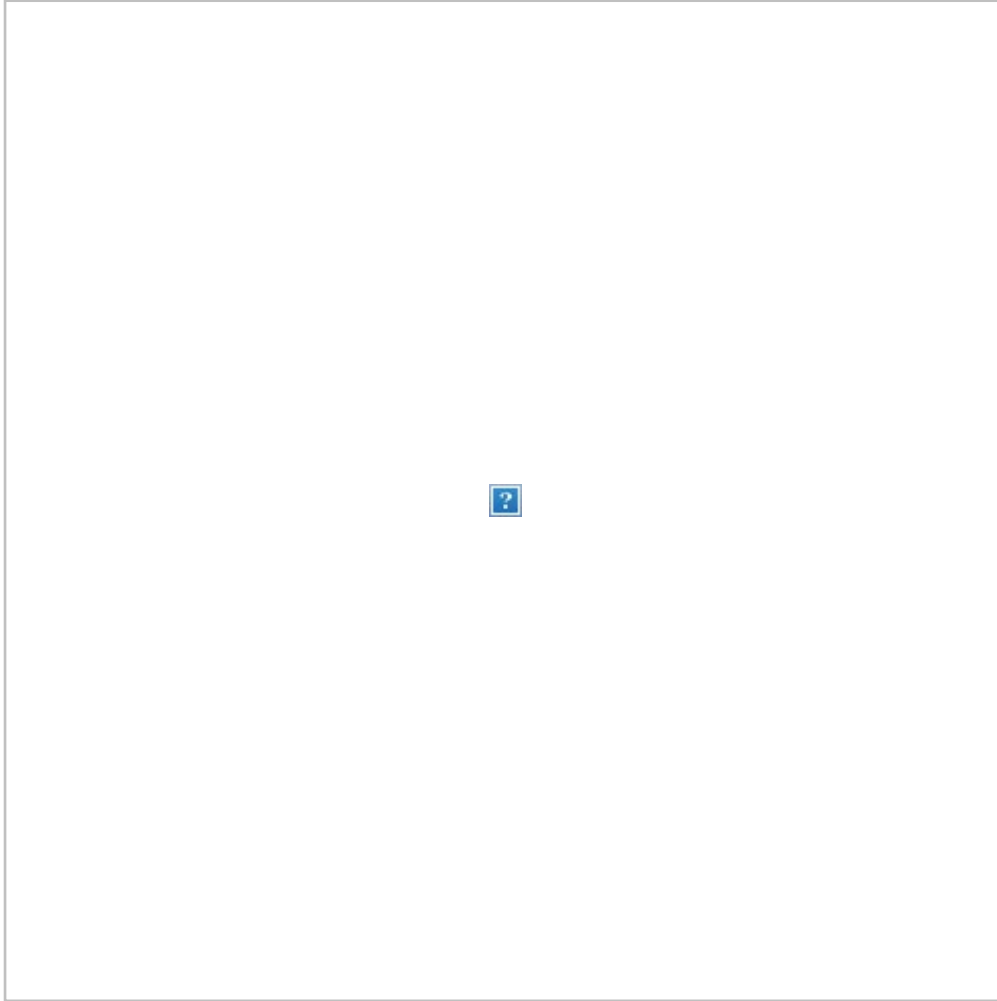
Do you wish to be heard in support of your submission? Yes

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
 - a. withdrawal of NoR's 1, 3 and 4; Alternatively
 - b. require lapse periods for the designations of 5 years; and
 - c. 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;
 - d. Such further or other relief in order to give effect to this submission.

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**,

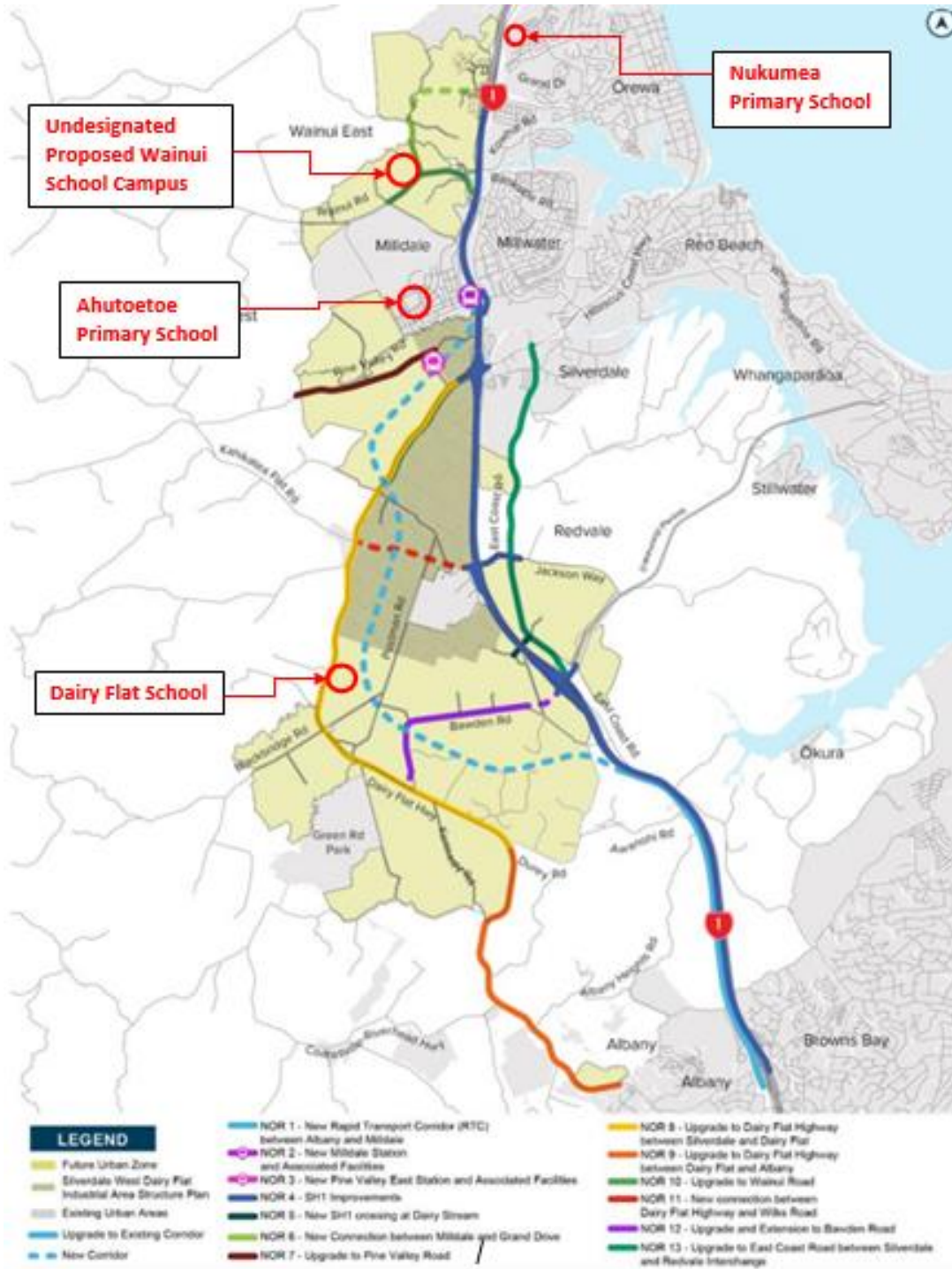


Figure 1: Project Overview - Location of NoRs in relation to the Ministry of Education's School Network.

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.

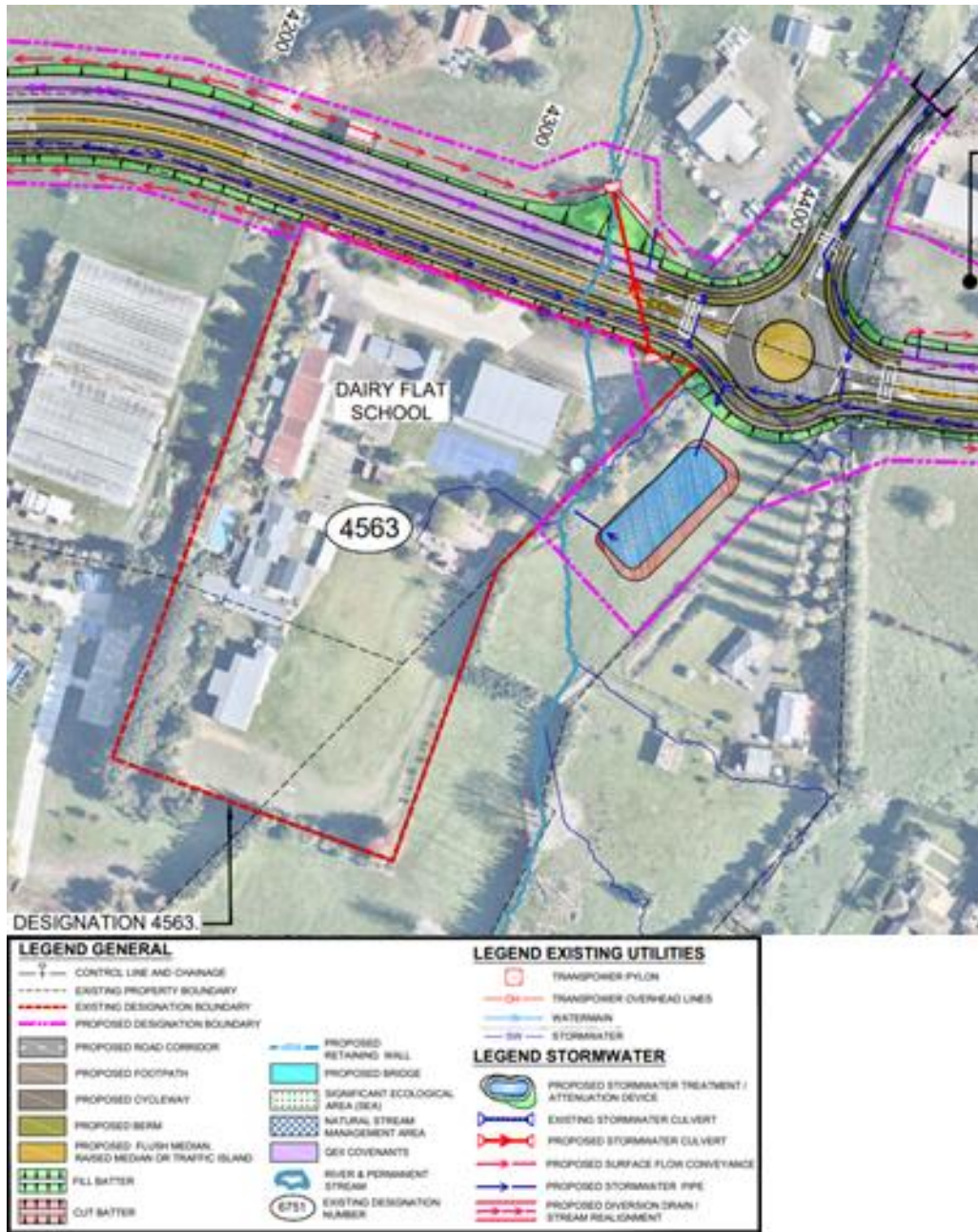


Figure 2: Proposed works in proximity to the Dairy Flat School

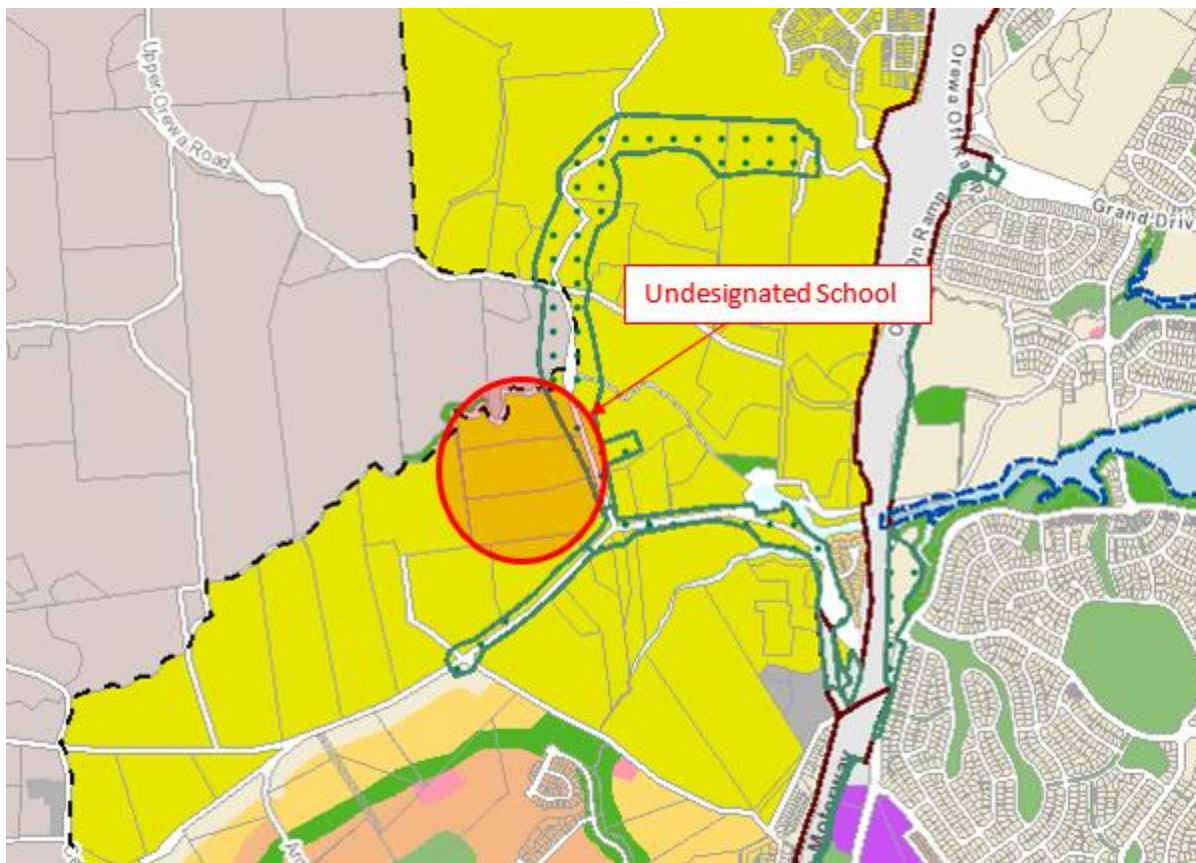


Figure 3: NoR 6 and 10 Footprints in relation to proposed Wainui School campus on Upper Orewa Road

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.



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

A handwritten signature in blue ink, consisting of a series of fluid, connected strokes.

Chris Horne
Consultant Planner for Ministry of Education

Date: 14 December 2023

SUBMISSION NOTICE OF REQUIREMENT FOR A DESIGNATION THAT IS SUBJECT TO PUBLIC NOTIFICATION
UNDER SECTION 168 OF THE RESOURCE MANAGEMENT ACT 1991

To: **Auckland Council**

Attention: John Duguid, Manager – Plans & Places

By email: unitaryplan@aucklandcouncil.govt.nz

cc **Waka Kotahi NZ Transport Agency**

c/- Supporting Growth Alliance

By email: submissions@supportinggrowth.nz

Name of Submitter: Fletcher Development Limited (**Fletcher**)

Submission on: Notice of requirement from Waka Kotahi NZ Transport Agency: NoR 3 North: New Rapid Transit Station at Pine Valley Road ('**NoR 3**' or '**the NoR**').

Introduction

1. Fletcher owns the property at 1660 Dairy Flat Highway, Dairy Flat, Auckland 0792, being a 20.2ha rural property, located within the Future Urban Zone under the Auckland Unitary Plan (Operative in Part) (**Unitary Plan**).
2. Auckland Council published the Silverdale West Dairy Flat Industrial Area Structure Plan (**Structure Plan**) in April 2020. The intention at that time, and as set out in the Future Urban Land Supply Strategy 2017 which applied at the time, was for the Council to progress a public plan change to rezone the Stage 1 land, being approximately 87ha and including the Fletcher property, to Business - Light Industry Zone. The staging plan within the Structure Plan identifies that the Stage 1 area would provide for the industrial land demand in the area from 2022 to 2038. The public plan change never eventuated.
3. Fletcher, together with Fulton Hogan Land Development who own adjoining land immediately to the south of 1660 Dairy Flat Highway, are the requestors of the proposed Silverdale West Industrial Precinct Private Plan Change (**Private Plan Change**). The Private Plan Change:

- (a) Seeks to rezone 107.35ha of Future Urban Zoned land between Dairy Flat Highway and State Highway 1 (refer to **Attachment 1** to this submission) to Business - Light Industrial Zoned land. While the footprint of the Plan Change Area differs from that of Stage 1 as detailed within the Structure Plan, it aligns broadly with the land use anticipated under the Structure Plan.
 - (b) Includes a suite of transport upgrades as prerequisites to levels of development, some of which clearly overlap with infrastructure addressed in NoR 3. In particular, the Plan Change Request includes and relies on various roading upgrades along the southern section of Pine Valley Road.
 - (c) The Private Plan Change was lodged with Auckland Council on 25 August 2023 and is expected to be notified in early 2024.
- 4. Fletcher has an interest in NoR 3 that is greater than that of the general public. While Fletcher's landholding is not directly impacted by the NoR, it has a wider interest in the NoR as one of the parties progressing the Private Plan Change which includes transport upgrades within the footprint of the NoR.
 - 5. Fletchers repeat and adopt for NoR 3 a number of points made in its submission on NoR 4, NoR 8 and NoR 13.
 - 6. Fletcher could not gain an advantage in trade competition through this submission.

Scope of submission

- 7. This submission relates to NoR 3 in its entirety but particularly to extent it overlaps with transport upgrades being proposed as part of the Private Plan Change.

Nature of submission

- 8. Fletcher supports the intent of NoR 3 to establish a new rapid transit station at Pine Valley Road, Dairy Flat, including transport interchange facilities, active modes facilities and park and ride facilities.

9. There are broader land use integration issues with NoR 3 that appear to have arisen out of a lack of consultation with affected landowners. The Assessment of Environmental Effects supporting the NoR acknowledges that the Silverdale West Industrial Area is anticipated for development now, and that a Council-led plan change is being progressed. As noted, Council is not progressing a public plan change for the Silverdale West Industrial Area at this time, however Fletcher and others are progressing the Private Plan Change. There are clearly areas of overlap between that process and the NoR (and the North Project NoRs more broadly), and associated opportunities for coordination and integration of outcomes.
10. Fletcher opposes NoR 3 in its current form, subject to the adverse effects associated with the location and extent of NoR 3 being addressed, including by:
 - (a) modifying NoR 3 to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy
 - (b) conditions are imposed that ensure the adverse effects on Fletchers and the broader Silverdale West Industrial Precinct development area are addressed.

Reasons for submission

11. The reasons for this submission are that, if confirmed as currently proposed, NoR 3:
 - (a) will not promote the sustainable management of natural and physical resources and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991
 - (b) does not promote the efficient use and development of land resources
 - (c) is inconsistent with other relevant planning documents including the Auckland Unitary Plan
 - (d) is not reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and
 - (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

12. Without limiting the generality of the above reasons, the specific reasons for the submission are that NoR 3:

- (a) does not represent an efficient use of land because:
 - (i) it does not integrate with programmed land use and development within the Silverdale West Industrial Precinct; and
 - (ii) the spatial extent of the NoR project footprint and identified land requirements exceed the land required for the proposed works; and
- (b) will not result in the most appropriate transport outcomes when compared to possible alternative alignment options that integrate with planned land use in the area.
- (c) 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. The proposed lapse period would have the effect of neutralising the ability for that land to be developed until funding for the NoR 3 works is allocated, which is contrary to the sustainable management of natural and physical resources and would not meet the sustainable management purpose of the RMA.
- (d) does not appropriately integrate transport upgrades with land use activity in the locality. Despite the assertion that the NoRs are collectively being progressed to integrate transport upgrades with land use, there appears to have been a distinct lack of engagement with landowners to understand and integrate with land use projects actively being progressed across the wider locality. Fletcher submits that there are opportunities to coordinate and integrate the following within NoR 3 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 3
 - (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
- (e) includes a 30-year timeframe for implementation. While Fletcher has already identified some existing land use and transport integration issues that already exist, it is inevitable that there will

be more in the future as North Project elements are implemented over time. Fletcher broadly supports the inclusion of Condition 10 (Land Use Integration Process) (LIP) within the Auckland Transport North Project designations and considers it necessary to include the same within the Waka Kotahi NZ Transport Agency designations also, give its focus on providing a direct avenue for discussions between the Requiring Authority and the development community. Fletcher requests that condition 10 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 to date can only be addressed by engagement now and changes to the NoR.

- (f) 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), Flood Hazard (Condition 10), Construction Environmental Management Plan (Condition 12), and Stakeholder and Communication and Engagement Management Plan (Condition13).

Recommendation sought

- 13. Fletcher seeks the following relief on NoR 3:
 - (a) That NoR 3 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
 - (b) That the extent of the designation boundary of NoR 3 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

- (c) 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)
- (d) That schedule 1 of the proposed conditions of NoR 3 be amended following review the extent of the designation boundary
- (e) Any such further relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

Appearance at hearing

- 14. Fletcher wishes to be heard in support of its submission.
- 15. If others make a similar submission, Fletcher will consider presenting a joint case with them at any hearing.
- 16. Fletcher has also lodged a submission on the following North Project Notices of Requirement as they, to varying degrees, interact with transport network upgrades upon which the Plan Change Request is contingent:
 - (a) NoR 4 – North: State Highway 1 Improvements – Albany to Ōrewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 (**NoR 4**), being progressed by Waka Kotahi NZTA
 - (b) NoR 8 – North: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (**NoR 8**), being progressed by Auckland Transport
 - (c) NoR 13 – North: Upgrade to East Coast Road between Silverdale and Redvale (**NoR 13**), being progressed by Auckland Transport

DATED at this day of 14 December 2023



Ross Cooper

Tattico

For and on behalf of Fletcher Development Limited

Electronic address for service of Submitter: ross.cooper@tattico.co.nz

c/- Tattico

PO Box 91562, Victoria Street, Auckland 1142

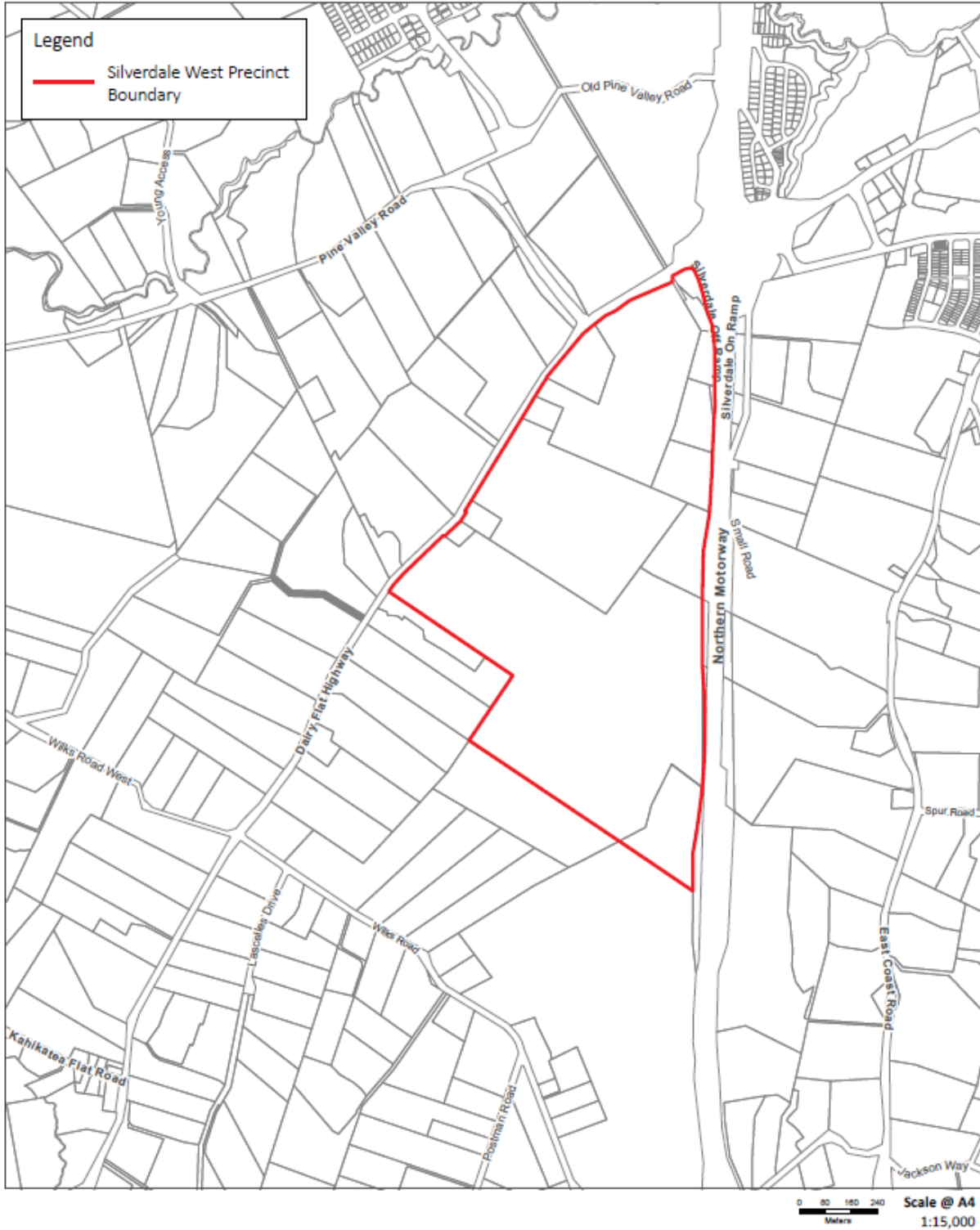
Contact person: Ross Cooper

Telephone: +6421 740 410

Email address: ross.cooper@tattico.co.nz

ATTACHMENT 1

SILVERDALE WEST INDUSTRIAL PRECINCT BOUNDARY



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
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

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.

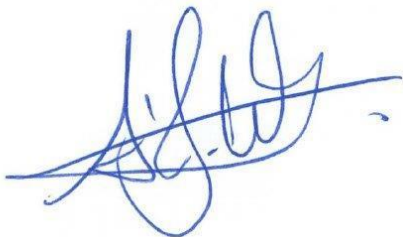
5. RECOMMENDATION SOUGHT

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

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)

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 3) New Rapid Transit Station at Pine Valley Road

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.

(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:

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.

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:

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. 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.

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

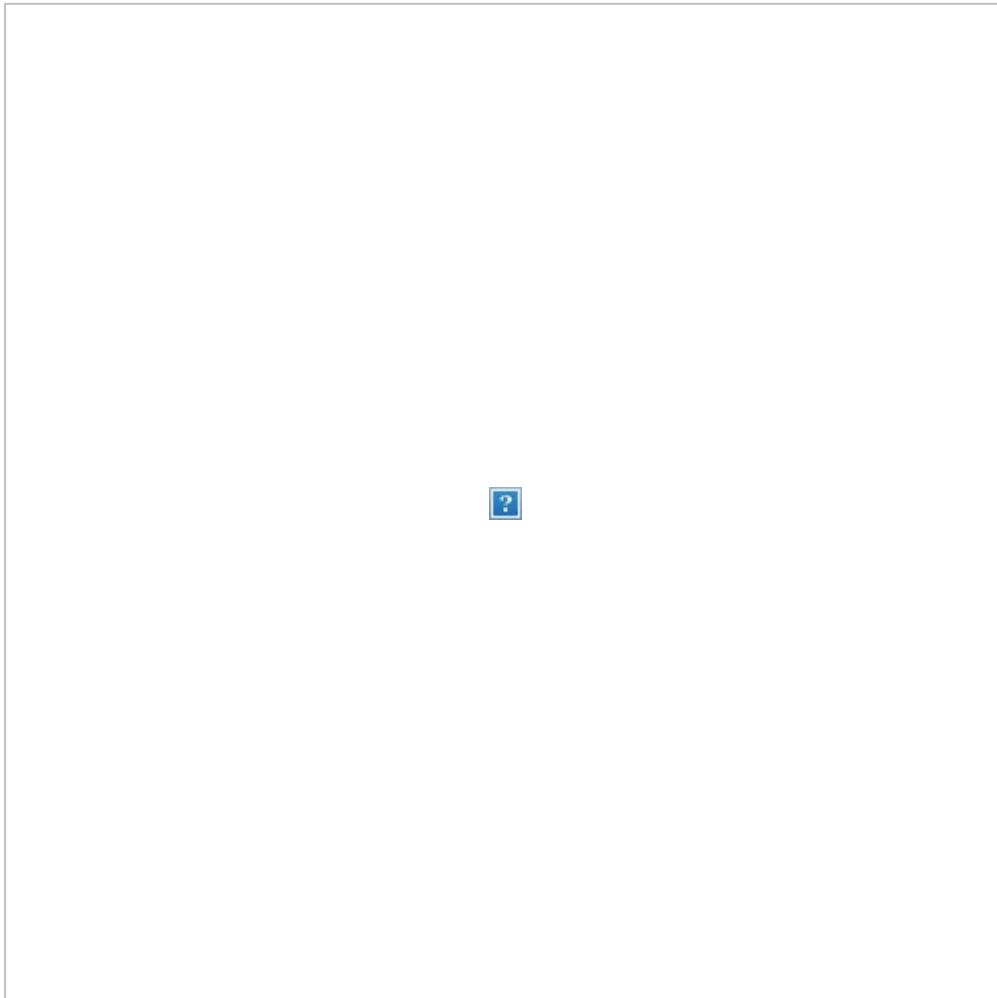
Attend a hearing

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,
- 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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