

IN THE MATTER of the Resource Management Act 1991(RMA)

AND

IN THE MATTER Nineteen Notices of Requirement (NoRs) and one Resource Consent application for the North-West project by Te Tupu Ngatahi Supporting Growth Alliance (SGA).

JOINT WITNESS STATEMENT (JWS) IN RELATION TO:

PLANNING 2 – Site Specifics

31 August 2023

Expert Conferencing Held on: 31 August 2023 at 9:00am

Venue: Online by Teams

Independent Facilitator: Marlene Oliver

Admin Support: Darwin Chan

1 Attendance:

1.1 The list of participants is included in the table on Table 1 in para 3.1.

2 Basis of Attendance and Environment Court Practice Note 2023

2.1 All participants agree to the following:

- (a) The Environment Court Practice Note 2023 provides relevant guidance and protocols for the expert conferencing session;
- (b) They will comply with the relevant provisions of the Environment Court Practice Note 2023;
- (c) They will make themselves available to appear before the Panel;
- (d) This statement is to be filed with the Panel and posted on the Council's website.

3 Agenda and Outcomes

3.1 The outcomes of the expert conferencing on site specific matters are included in the below table:

Table 1: Site Specific – Expert Conferencing

| EXPERT'S CONFIRMATION REFER PARA 4.1 | Expert | Party | Property Description | JWS Outcome |
|--|------------------------------|-------------------------|----------------------|--|
| 1. Yes for: Chris Scrafton John Daly Regan Elley Anthony Blomfield | Anthony Blomfield - Planning | Barney Holdings Limited | 42 Main Road | <p>Anthony Blomfield primary concerns on 42 Main Road are:</p> <ul style="list-style-type: none"> • Spatial extent of the designation • Intended use of the designation area e.g. permanent or temporary construction activities • Retaining wall on the frontage on access, urban form, and commercial severance <p>The SGA experts noted the spatial extent has been informed by the concept design which takes account of the construction requirements for the corridor. As they are only a concept design no further refinement is available at this stage. Once the designation has been confirmed the further design detail will be prepared in accordance to the ULDMP. On the basis of the concept design access can be retained but this will have to be confirmed at detailed design.</p> <p>Anthony Blomfield considers that engagement with affected occupiers and landowners in the preparation of management plans, particularly the ULDMP and CTMP, is critical. This has been raised in previous JWSs and the next step will be to review the amended conditions to be provided as part of SGA rebuttal. In the interim the use of RMA s176, 178 and PWA processes will be considered by the submitter in an attempt to gain certainty over the use of the site and ensuring ongoing access is retained. He seeks further certainty that access to 42 Main Road will be retained (via a access condition such as Condition 11 being included in S2).</p> |

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| | | | | He acknowledges that detailed design may affect access and that the PWA process will also be relevant. |
| 2. Yes for: Chris Scrafton John Daly Bridget O' Leary Emma Bayly | Emma Bayly - Planning | Redhills Green Limited | Redhills - Section 27 SO 473252 Lot 4 DP 6627 Lot 34 DP 2088 Pt Lot 33 DP 2088 Lot 1 DP 44747 & Lot 1 DP 164641 Pt Allot 94A Psh of Waipareira Lot 2 DP 331425 Lot 2 DP 344563 Pt Lot 3 DP 4782 Pt Allot N93 Psh of Waipareira Lot 2 DP 95919 Lot 2 DP 205981 & Lot 1 DP 89208 Lot 2 DP 129584 Lot 1 DP 178773 Lot 3 DP 6627 | <p>Emma Bayly's primary concerns for the Redhills Green Limited landholdings are:</p> <ul style="list-style-type: none"> Alignment and the effect on the spatial effect of the designation through the Redhills Green landholdings and the integration of the road with the master planning of the Redhills Green landholdings. Emma acknowledged that there are ongoing discussions between representatives of Red Hills Green and Auckland Transport. <p>SGA Experts consider that continued engagement with Red Hills Green Limited is appropriate and the proposed LIMP condition provides for this. AT have indicated a willingness to continue conversation with Redhills Green Limited as Redhills Green Limited work through their master planning exercise.</p> <p>Emma Bayly considers that engagement with Red Hills Green Limited, as an affected landowner, in the preparation of management plans, particularly the LIMP and ULDM, is critical. This has been raised in previous JWSs and the next step will be to review the amended conditions to be provided as part of SGA rebuttal.</p> |
| 3. Yes for: Chris Scrafton John Daly Regan Elley Hamish Firth | Hamish Firth - Planning | Future-Kumeu Incorporated | Kumeu (Representing circa 51 properties) | <p>Hamish Firth's primary concerns for Kumeu are:</p> <ul style="list-style-type: none"> The primary concerns are the uncertainty created by the designations and he seeks a lapse period of 5 years for the NoRs S2, S3 and S4. The LIMP Condition should be extended to S2 and S3 Ensuring engagement occurs with each of the 51 sites as to access and certainty over land uses (especially the vacant sites). |

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| | | | | SGA Experts note that the rationale for the lapse dates is referenced in the primary evidence of Mr Elley and the AEE. They continue to support the lapse dates sought in the NoRs. The next version of the proposed conditions will be in the rebuttal evidence and concerns around certainty and engagement with affected parties that has been raised in earlier JWSs will be taken in account in preparing this next version. |
| 4. Yes for: John Daly Regan Elley Hamish Hey Dr Urie Bezuidenhout | Hamish Hey - Planning | Stephen Anderson | 396, 398 and 400 Main Road | <p>Hamish Hey's primary concerns for 396, 398 and 400 Main Road are:</p> <ul style="list-style-type: none"> • Extent of designation of S2 and S3 on 396, 398 and 400 Main Road • Conditions and Management Plan – relationship of Condition 11 on S3 and that this Condition 11 is not in S2 • Condition 16 CTMP Clause (a) (vi) <p>The SGA Experts noted that the whole of 398 and 400 Main Road are not required for the public work and therefore, cannot be designated in full. Separate from this current NoR process, SGA will facilitate discussions with Waka Kotahi property specialists and S176 and S178 in relation to the consented developments on the site.</p> <p>Hamish Hey is concerned about the possible scenario where by temporary access to this land might not be able to be provided under Condition 16 CTMP Clause (a) (vi) in the evidence of Ms Atkins.</p> <p>SGA experts advise that such a scenario will likely involve both RMA and PWA/Property processes. This will be will responded to in the rebuttal evidence.</p> <p>Hamish Hey considers that within the current NoR process it would be appropriate to provide for a condition similar or the same as Condition 11 (Existing Property Access) and including an opportunity to include site specific provisions. The</p> |

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| | | | | parameters in the relief sought in Hamish's evidence could be included as relevant to 396 to 400 Main Road. |
| 5. Yes for: John Daly Regan Elley Sarah Westoby Dave Smith | Sarah Westoby - Planning | Z Energy | 134 Main Road | Sarah Westoby is unable to attend this session because of commitments to the A2B Hearing if she and Dave Smith are able to attend later today they will endeavour to do so. If that is not possible then they request that further expert conferencing be schedule so that the site specific concerns can be discussed prior to the North West hearing. |
| 6. Yes for: John Daly Bridget O'Leary Kay Panther Knight | Kay Panther Knight - Planning | CDL Land New Zealand | 4-6 Hobsonville Road; 30 Hobsonville Road; 22A Trig Road | <p>Kay Panther Knight has concerns:</p> <ul style="list-style-type: none"> To confirm flexibility of accessibility for the development of their blocks are not affected by the proposed NoRs and that they are involved in engagement <p>Kay Panther Knight confirms that the site specific matter relevant to CDL interests can be limited in scope to the LAR classification of Trig Road. The SGA experts have confirmed in earlier conferencing that the LAR classification will not be pursued through these NoR processes.</p> <p>The remaining concerns in CDL submission, Kay Panther Knight and Don McKenzie's Transport evidence will largely by addressed as discussed in a more thematic context in earlier conferencing sessions and remains to be a topic for the hearing.</p> |

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| | | | | <p>Kay records today that there appears to remain a difference in opinion between herself and the SGA experts as to the efficacy of the designation conditions and resolving CDL's relief. The conditions addressed include the LIMP, ULDM, SCEMP, CTMP, and Condition 11 (Existing Property Access). The extent of the difference of opinion largely comes down to whether wording in Conditions can address the concerns and indeed whether the SGA/RA is prepared to make changes to address the clarity sought.</p> <p>SGA experts acknowledge the request for clarification in respect to above mentioned conditions and will respond in their rebuttal evidence.</p> |
| 7. Yes for: John Daly Bridget O'Leary Rebecca Sanders John Parlane Michelle Seymour Joe Phillips | Rebecca Sanders - Planning | Bunnings Ltd | 21 Fred Taylor Drive | <p>Rebecca Sanders has concerns on:</p> <ul style="list-style-type: none"> On going access for trucks from Fred Taylor Drive servicing the retail activity and they are seeking a site-specific provisions in Condition 11 to allow for access during construction and operation of the NoR <p>SGA experts acknowledge the request for clarification in respect to Condition 11 and CTMP and will respond in their rebuttal evidence. They indicated that their current thinking is to amend Condition 11 to include reference to occupiers. SGA experts consider that the engagement with affected stakeholders, owners and occupiers present at the time of OPW would occur around construction impacts, closer to implementation as provided for in the CTMP condition.</p> <p>Rebecca Sanders and John Parlane indicated that such an amendment or the proposed CTMP condition would not adequately address their concerns and would not provide the level of certainty sought in relation to these particular retail operations. They continue to consider that including site specific details in the</p> |

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| | | | | <p>proposed conditions is an effective and efficient way of addressing the submitter's concerns.</p> <p>Following discussion between Michelle Seymour and John Parlane in relation to providing for a right turn into the Bunning's site , Michelle will consider opportunities to confirm such provisions.</p> |
| 8. Yes for: John Daly Bridget O'Leary Michelle Seymour Joe Phillips Rebecca Sanders John Parlane | Rebecca Sanders - Planning | The National Trading Company of New Zealand Limited | 17-19 Fred Taylor Drive | <p>Rebecca Sanders and John Parlane have concerns on the designation extent across the front of the PakNSave site.</p> <p>The SGA experts note that the designation extent is required for the implementation of the project. The concept design shows that the proposed operational footprint can largely fit within the existing road reserve, but this is subject to the detailed design. They confirm that they can provide John Parlane with a cross-section for Fred Taylor Drive.</p> |
| 9. Yes for: John Daly Bridget O'Leary | Rebecca Sanders - Planning | | 120 Hobsonville Road | <p>Rebecca Sanders and John Parlane have concerns on:</p> <ul style="list-style-type: none"> • On going access for trucks to Hobsonville Road servicing the retail activity and they are seeking a site-specific provisions in Condition 11 to allow for access during construction and operation of the NoR. • The Resource Consent for this site required an alfresco dining and are concerned with the designation extent |

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| Rebecca Sanders John Parlane Michelle Seymour | | | | <p>SGA experts will review the designation boundary to identify if opportunities exist to reduce the designation.</p> <p>Michelle Seymour has confirmed that right turn movements from the Sinton Road intersection were included in her traffic assessment.</p> <p>John Parlane and Rebecca Sanders proposes that a site specific provision be included in the conditions to confirm this level of detail for specific sites.</p> <p>SGA experts acknowledge the request for clarification in respect to Condition 11 and CTMP and will respond in their rebuttal evidence. They indicated that their current thinking is to amend Condition 11 to include reference to occupiers. SGA experts consider that the engagement with affected stakeholders, owners and occupiers present at the time of OPW would occur around construction impacts, closer to implementation as provided for in the CTMP condition.</p> <p>Rebecca Sanders and John Parlane indicated that such an amendment or the proposed CTMP condition would not adequately address their concerns and would not provide the level of certainty sought in relation to these particular retail operations. They continue to consider that including site specific details in the proposed conditions is an effective and efficient way of addressing the submitter's concerns.</p> <p>Following discussion between Michelle Seymour and John Parlane in relation to providing for a right turn out of the New World site , Michelle will consider opportunities to confirm such provisions</p> |

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| 10. Yes for: John Daly Regan Elley Joe Phillips Rebecca Sanders John Parlane | Rebecca Sanders - Planning | The National Trading Company of New Zealand Limited | 108 Main Road, 110 Main Road, 128 Main Road | <p>Rebecca Sanders and John Parlane have concerns on:</p> <ul style="list-style-type: none"> • NTC are currently preparing a resource consent for car parking to expand the existing supermarket where there is a proposed wetland. The assessment of alternatives has not adequately considered alternatives to the proposed wetland location. • On going access for trucks to Main Road servicing the retail activity and they are seeking a site-specific provisions in Condition 11 to allow for access during construction and operation of the NoR. <p>In relation to the proposed wetland, the SGA Experts are of the opinion that adequate assessments of alternatives has taken place. They are reviewing the evidence provided by the submitter and will provide more information through rebuttal evidence.</p> <p>SGA experts acknowledge the request for clarification in respect to Condition 11 and CTMP and will respond in their rebuttal evidence. They indicated that their current thinking is to amend Condition 11 to include reference to occupiers. SGA experts consider that the engagement with affected stakeholders, owners and occupiers present at the time of OPW would occur around construction impacts, closer to implementation as provided for in the CTMP condition.</p> <p>Rebecca Sanders and John Parlane indicated that such an amendment or the proposed CTMP condition would not adequately address their concerns and would not provide the level of certainty sought in relation to these particular retail operations. They continue to consider that including site specific details in the proposed conditions is an effective and efficient way of addressing the submitter's concerns.</p> |

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| | | | | Following discussion between Joe Phillips and John Parlane in relation to providing for a right turn out of the New World site, Joe will consider opportunities to confirm such provisions. |
| 11. Yes for: John Daly Bridget O' Leary Joe Phillips Diana Bell / Jessica Andrews – Planning Holly Tutill (Observer) | Diana Bell/ Jessica Andrews – Planning | Lendich Construction Limited and All Seasons Properties Limited | 186 Fred Taylor Drive and 194 Fred Taylor Drive | As the NoR fully extends over both sites, Jessica Andrews has concerns on the 20-year lapse period sought by the designations and the impacts it has to business, it's ability to expand and ability to sell their property. As this RMA process cannot influence early acquisition then a shorter lapse date is the relief sought under this NoR process. SGA experts confirm that they do not consider that it is appropriate to reduce the lapse dates. The existing operations of the site (Lendich Construction) are able to continue operating as they do so today. The S176/178 process is the mechanism to deal with any proposals and improvements of businesses. |
| 12. Yes for: John Daly Bridget O' Leary Michelle Seymour | Diana Bell / Jessica Andrews – Planning | Matvin Group Limited | 1092 Coatesville Riverhead Highway and 335 Riverhead Road, Riverhead | SGA Experts note that in response to the engagement with Matvin Group Limited, SGA engineers are reviewing the spatial extent of the designation at the junction of Riverhead Road and Coatesville Riverhead Highway including where it extends to the Matvin site. There is commitment from both SGA experts and Matvin's Experts to have discussions prior to the hearing. |

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| Diana Bell / Jessica Andrews – Planning Holly Tutill (Observer) | | | | |
| 13. Yes for: John Daly Bridget O' Leary Michelle Seymour Eric Hebner Diana Bell / Jessica Andrews – Planning Holly Tutill (Observer) | Diana Bell / Jessica Andrews – Planning | Northland Waste Limited (Jessica Andrews) | 64 Trig Road, Whenuapai | <p>Jessica Andrews has concerns on how safe and efficient access to the site will be obtained to the site in the scenario where a three-armed intersection was proposed or the intersection shown on the GA plans was provided. There were also concerns regarding whether additional land will be acquired that could accommodate the intersection shown on the GA plans. Jessica considers that a site-specific condition would be appropriate given there are options for access.</p> <p>Michelle Seymour confirms that she is undertaking a review of access arrangements for 64 Trig Road, these will be provided in her rebuttal evidence. Michelle notes that Condition 11 (Existing Access Condition) also applies for this site.</p> |

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| 14. Yes for: John Daly Bridget O' Leary Michelle Seymour Diana Bell / Jessica Andrews – Planning Terry Church Holly Tutill (Observer) | Diana Bell / Jessica Andrews – Planning | Gr & CC McCullough Trustee Limited | 403 and 403A Hobsonville Road | <p>Diana Bell has concerns on the spatial extent of designation on the subject sites (vet and residential dwelling) particularly the effects on a safe arterial road access, car parking, manoeuvring and easements. Assessment of alternatives submitted with the application specifically talks to the live zoned business land on the southern side of Hobsonville Road with specific mention of the vet. The assessment of alternatives states that the cross section will be reviewed or assessed to minimize impacts on existing business land including the vet.</p> <p>SGA Experts note that Condition 11- Existing Property Access provides for continued safe access to the site unless agreed with the landowner. The alternatives note that there is greater potential to avoid these facilities through a reduced cross-section. They will review the cross-section and construction area in this location and consider if impacts on parking can be minimized.</p> <p>Diana Bell highlighted that NoR W5 is an alteration to an existing designation and as such has no lapse date. This is of significant concern because of the high level of uncertainty to landowners/occupiers. This justifies further certainty through a condition of consent that provides a lapse date or by providing further certainty through other conditions.</p> <p>John Daly and Bridget O'Leary confirm that no lapse date is proposed for NoR W5 because being an alteration to a designation under the RMA a lapse date is not required. They will consider opportunities to provide increased certainty through the conditions and this will be addressed in the rebuttal evidence.</p> |
| 15. Yes for: John Daly | Diana Bell / Jessica | Kumeu Central Limited and Tahua Partners Limited | 102-104 Main Road | <p>Terry Church has concerns:</p> <ul style="list-style-type: none"> The site needs to retain two-way access from Putaki Drive at the site frontage, that the two way parking access and access way to the Burger King |

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| Regan Elley Joe Phillips Diana Bell / Jessica Andrews – Planning Terry Church Holly Tutill (Observer) | Andrews – Planning | | | <p>Drive thru facilities are maintained and that Putaki Drive remains open as a one way entry (north bound).</p> <ul style="list-style-type: none"> • The designation be reduced in scale to that consistent with existing designation 6768. • Sufficient information that confirms the position of SGA as set out in Joe Phillip’s evidence has not yet been presented. • No assessment of effect in relation to restricting the site access to Putaki Drive to entry only has been presented by SGA through evidence or on-going discussions. <p>The priority order for addressing the above concerns is to reduce the spatial extent of the designation and amend the concept plan. If this is not achieved a site-specific condition (similar to other designation site specific conditions that exist for the MoE as an example) be included in the designation conditions setting out the access requirements for this site to be taken to account when the project moves to the next stage (management plans and design phases).</p> <p>Joe Phillips responded:</p> <ul style="list-style-type: none"> • In order to achieve the project objectives, the concept design includes sufficient space to provide separated walking and cycling facilities along this section of SH16 Main Road. • Confirms that entry only to the Burger King drive thru facilities from Putaki Drive can be maintained but that egress from this site and entry to the site carpark would not be provided. He confirms that Putaki Drive will remain open as a one-way entry (north bound). • Joe Phillips acknowledges that the construction impacts will need further consideration and undertakes to discuss this with the SGA team. Further information will be provided through rebuttal evidence. |

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| | | | | <ul style="list-style-type: none"> Joe Phillips considers that an appropriate level of assessment was undertaken for the corridor as a whole and he will provide further site-specific information and assessment in his rebuttal evidence. <p>Diana Bell highlighted that NoR S2 is an alteration to an existing designation and as such has no lapse date. This is of significant concern because of the high level of uncertainty to landowners/occupiers. This justifies further certainty through a condition of consent that provides a lapse date or by providing further certainty through other conditions.</p> <p>John Daly confirm that no lapse date is proposed for NoR S2 because being an alteration to a designation under the RMA a lapse date is not required. He will consider opportunities to provide increased certainty through the conditions and this will be addressed in the rebuttal evidence.</p> |
| 16. Yes for: John Daly Bridget O' Leary Mark Arbuthnot | Mark Arbuthnot - Planning | Restaurant Brands Limited | 583-585 Don Buck Road | <p>Mark Abuthnot summarized the key concerns as:</p> <ul style="list-style-type: none"> The access arrangements to the drive thru activity are retained as existing and, including the local road connections between Asti Lane and Cellar Court and the arterial road. <ul style="list-style-type: none"> Recognizes that Condition 11 (Access Condition) has been proposed to address existing accesses and agrees with the intent, however, note that it should relate to ensuring safe effective and efficient manoeuvring, parking, loading and access. Also, acknowledge that Condition 8 which deals with integration matters and considers that the integration of the road carriageway with existing local road connections can be addressed through this condition |

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| | | | | <ul style="list-style-type: none"> • Landscaping and freestanding sign – the key issue the landscaping required by the condition of a current resource consent and there is no detailed as to whether the free-standing identification sign will be retained as part of the works. <ul style="list-style-type: none"> ○ He proposes that Condition 9 (ULDMP) can be amended to require integration of the project with these on site elements • Construction effects- the need to ensure that consultation will occur with affected landowners and occupiers as part of the development of relevant management plans. • The extent to which site-specific measures are required to address the Construction effects of the project on Restaurant Brands activities • Certification process- the extent to which the SCEMP is required to be certified rather than provided for information. • Lapse periods: whether it should be reduced to 10 years. <p>In relation to the landscaping and free-standing sign, Bridget O'Leary considers that the PWA mechanisms and ULDMP condition will address these matters and does not consider an amendment of the ULDMP condition necessary at this time.</p> <p>In relation to the other issues raised above, the SGA experts have confirmed elsewhere in the JWSs that they will be reviewing the relevant proposed conditions and this will be addressed in the rebuttal evidence.</p> |
| 17. Yes for: John Daly Bridget O' Leary | Stephanie Blick - Planning | DBH Limited | 472 Don Buck Road; 474 Don Buck Road | Stephanie Blick has concerns: <ul style="list-style-type: none"> • The extent of designation and the ability to exercise an approved resource consent • Whether access will be maintained to the property at all times |

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| Stephanie Blick | | | | <ul style="list-style-type: none"> No onus for the RA to demonstrate in its outline plan how the extent of private land can be minimized both in respect of construction and permanent works AT has put the S178 process on hold to see the outcome of these NoRs conditions <p>For this site the proposed NoR boundary does not meet the projects objectives such as to integrate with and support planned urban growth.</p> <p>Bridget O'Leary responded:</p> <ul style="list-style-type: none"> Rob Mason (SGA Engineer) has previously indicated that it is likely that a 2.5m front yard would be provided once the project is operational. Bridget O'Leary does not consider a further change to the designation boundary at this location appropriate based on SGA project team advice on the need to maintain flexibility for detailed design and construction space requirements In my view the designation boundary as currently proposed is reasonably necessary to achieve the projects objectives. The ULDMP Condition will provide for integration between the project and the consented development. I note that the submitter is currently progressing through the S178 process with AT. |
| 18. Yes for: John Daly | Chris Horne - Planning | Telecommunications | | Chris Horne and John Daly agree that the Joint Telecommunications submission will be addressed by equivalent changes to those agreed in the A2B proceedings including amendments to the NUMP, LIMP condition for AT designations and |

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| Bridget O'Leary Chris Horne | | | | <p>changes of like effects to the Waka Kotahi SCEMP conditions. John Daly confirms that the amended wording will be included in the SGA rebuttal evidence.</p> <p>Chris Horne Spark (Southern Cross Cable) seeks a condition regarding the Southern Cross Cable which includes involvement in any proposal to move the Southern Cross Cable and needing Spark approval to excavate within distances and allowing Spark supervision and engagement through the construction phase of the project.</p> <p>SGA experts consider it appropriate to recognize the Southern Cross Cable in the NUMP condition for the relevant NoRs and condition wording will be provided in rebuttal evidence. The consideration to supervision will also be considered as part of rebuttal.</p> |
| 19. Yes for: John Daly Bridget O'Leary Mark Tollemache | Mark Tollemache - Planning | Viscount Investment | 122 Hobsonville Road | <p>Mark Tollemache has proposed a condition in his evidence for Viscount Investment Corporation Ltd</p> <p>11A Right-hand turn into mainstreet within 122 Hobsonville Road</p> <p><u>The outline plan of works for roading upgrades on Hobsonville Road (between Sinton Road East and Memorial Park Lane) shall provide for a right-hand turn and a right-hand turning bay into the mainstreet on 122 Hobsonville Road (identified in the Auckland Unitary Plan Hobsonville Corridor Precinct Plan 2 as 'strategic access point / key intersection'). The outline plan shall provide the assessment of options to maintain/provide a right-hand turn facility to accommodate multi-modal access to the mainstreet.</u></p> <p>Mark Tollemache considers it is appropriate to include a specific condition addressing access to the Hobsonville local centre's mainstreet at 122 Hobsonville Road because:</p> |

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| | | | | <ul style="list-style-type: none"> • The local centre zone is an important resource to serve the day to day needs of the local community. • Access to the local centre’s mainstreet by all forms of transportation is important to the viability of a traditional mainstreet in terms of design/urban form. • The Auckland Unitary Plan (and the former Waitakere District Plan) specifically identifies the mainstreet and its intersection with Hobsonville Road as a 'strategic access point / key intersection'. Mark considers that this is an important part of the planned and envisaged environment. The resource consent held by Viscount reflects this mainstreet and intersection requirement. • The potential for future works on Hobsonville Road to restrict or prevent right hand turns into the mainstreet would adversely affect the viability and function of the mainstreet as a focus of retail, commercial and community activity. Retail activities would otherwise likely seek to locate on streets where traffic movements would be diverted to. This undermines the design outcomes sought by the Precinct Plan and resource consent. It consequently creates uncertainty for Viscount in its investment decisions to build a centre which is based on a particular access arrangement and layout of buildings, parking and the like. • A general condition for integration, urban design or access is not considered appropriate given that this intersection is identified in the Auckland Unitary Plan as a ‘strategic’ access point to the site at 122 Hobsonville Road. The notified NOR documents did not acknowledge this. <p>SGA responded:</p> |

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| | | | | SGA Experts considers integration to be achieved via the ULDM Condition , and will discuss the right hand turn comments with SGA Transport Expert and respond in rebuttal. |
| 20. Yes for: John Daly Regan Elley Michael Campbell | Michael Campbell - Planning | Kāinga Ora Homes and Communities | | <p>Michael Campbell's Concerns are:</p> <p>(a) Noise - The potential noise generation from the works authorised by the NoRs, and what obligations should be included in the NoRs to avoid or mitigate that noise. Michael Campbell supports the position of Kainga Ora's noise expert. Michael Campbell seeks changes to the Noise Conditions. Noise experts met last Friday and to meet again.</p> <p>(b) Designation Review - The ongoing review, and associated lifting of the designation. Michael Campbell proposes the following wording changes:</p> <p>3. Designation Review</p> <p><i><u>(a) The Requiring Authority shall, every five years until the lodgement of an outline plan of works, and within 12 months of lodgement of the outline plan of works;</u></i></p> <p><i><u>(i) in conjunction with the landowner(s) review the extent of designation required for construction purposes and identify any areas that are no longer required for construction or operation of the Project; and</u></i></p> <p><i><u>(ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</u></i></p> <p>(b) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> |

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| | | | | <p>(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</p> <p>(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.</p> <p><i><u>(iii) land shall be returned in a suitable condition once relinquished from the designation.</u></i></p> <p>(c) Flooding effects – Michael Campbell supports the reporting planners proposed changes to the flood conditions which includes a requirement to generate no loss in overland flow path capacity, unless provided by other means, and no new flood prone areas.</p> <p>(d) Advice note - The validity of the advice note regarding the designation boundary and the definition of a front yard. Michael Campbell seeks assurance/confirmation that this advice note is enforceable.</p> <p>SGA experts' response:</p> <ul style="list-style-type: none"> • Noise and flooding topics are ongoing discussions between specialist experts and there is probably nothing more the planners can say at this point. • SGA experts note that the designation review condition is the mechanism, and the review will be tied into completion of construction. The LIMP will provide a mechanism for engagement, SGA experts will consider how the relationship with the designation review condition can be clarified. |

| EXPERT'S CONFIRMATION REFER PARA 4.1 | Expert | Party | Property Description | JWS Outcome |
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| | | | | <ul style="list-style-type: none"> SGA experts understand that the A2B project are currently considering Michael's suggestion on the advisory note and will coordinate with the SGA A2B team and then provide a response through rebuttal. |
| 21. Yes for: John Daly Regan Elley Philip Brown | Philip Brown - Planning | Neil Construction Limited | | <p>Philip Brown outlined the concerns relating to Neil Construction submission as:</p> <ul style="list-style-type: none"> Designation boundary (W1 and W3) should be aligned with detailed engineering plans for proposed land use. Use of 151 Brigham Creek Road entrance strip for diverting overland flow path is not required, and should be deleted from designation. Designation lapse period is unreasonably long and should be reduced to 7 years. <p>SGA experts responded:</p> <ul style="list-style-type: none"> There has been engagement between representatives for Neil construction and SGA. The SGA experts consider that the proposed LIMP condition provides an appropriate process for such continued engagement to integrate with adjacent development plans. The SGA has previously reviewed the overland flow path designation following engagement with the Neil Group and consider that the designation is required but note that there are opportunities for the developer to integrate with the designation. SGA consider that 7 years lapse date will not provide sufficient certainty for the future transport network. |

| EXPERT'S CONFIRMATION REFER PARA 4.1 | Expert | Party | Property Description | JWS Outcome |
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| 22. Yes for: John Daly Regan Elley Michelle Seymour Philip Brown Don McKenzie-Transport | Philip Brown - Planning | Woolworths New Zealand Limited | | <p>Philip Brown and Don McKenzie outlined the concerns relating to Woolworths submission as:</p> <ul style="list-style-type: none"> • Designation boundary (W2 and W3) extends significantly beyond the toe of any earth batters – it appears excessive and unjustified. • Raised median covers around 70% of the site frontage, preventing right turns and not accounting for the reasonable future land use and development requirements of the landowner. A site-specific condition is required to ensure reasonable future access. • Designation lapse period is unreasonably long and should be reduced to 7 years. <p>SGA Expert response:</p> <ul style="list-style-type: none"> • They confirm the designation footprint has been informed by the construction requirements and batter slopes requirements for the site so the full designation is required • Integration opportunities exist via the LIMP and the ULDMP. • SGA consider that 7 years lapse date will not provide sufficient certainty for the future transport network. |
| 23. Yes for: John Daly Regan Elley Michelle Seymour | | Woolworths New Zealand Limited | 124 Hobsonville Road | <p>Philip Brown and Don McKenzie outlined the concerns relating to Woolworths submission as:</p> <p>Don McKenzie is concerned that the concept of the proposed occupation/closure of the driveway serving the Countdown Hobsonville site (and other activities within the wider site) within W5 Hobsonville Road will have a severe business interruption and traffic safety/efficiency effect that could not be mitigated. Any closure of the driveway will prevent the Countdown business from operating safely and</p> |

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| Philip Brown Don McKenzie | | | | <p>effectively. The loading dock has been planned and designed to operate as entry only from Hobsonville Road and exit to Settlers/Memorial. Trucks cannot make a u-turn on-site in the loading dock, and significant upgrading of Settlers Ave would be required (plus unsafe extended lengths of reversing >80m) even if the dock was to be run in a two-way manner. Don McKenzie considers any closure of the Hobsonville Rd driveway should be avoided. A site-specific condition is required to ensure reasonable ongoing access to the site.</p> <p>SGA Expert response:</p> <ul style="list-style-type: none"> Michelle Seymour considers the Condition 11 existing access conditions and the CTMP address the concerns raised above, noting that these conditions are being reviewed and the outcome will be contained in the rebuttal evidence. |
| 24. Yes for: John Daly Regan Elley Philip Brown | Philip Brown-Planning | Universal Homes Limited | Redhills | <p>Philip Brown outlined the concerns relating to Universal Homes Limited:</p> <ul style="list-style-type: none"> Southern designation boundary for NOR 2b (Baker Lane) should be realigned to be consistent with proposed road boundary in current resource consent as UHL is delivering this part of the road. Step back condition should be amended to allow designation to be deleted when road is vested. Designation boundary of NOR 2b should be amended to consider alternative locations for sediment control pond. Designation lapse period is unreasonably long and should be reduced to 7 years, particularly as funding is in place and road corridor is being constructed. |

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| | | | | SGA Experts response: <ul style="list-style-type: none"> • They will consider the above raised concerns and respond in their rebuttal evidence. |
| 25. Yes for: John Daly Regan Elley Hannah Edwards Don McKenzie (Transport) | Hannah Edwards - Planning | Cabra Development Limited | 90 Trig Road | Note from facilitator: Agenda Items 25 – 30 were dealt with at the end of a very long expert conferencing session. By that time several experts (for both SGA and submitters) were not available. All experts agreed with the facilitator closing the expert conferencing session. Recognizing that an incomplete and unfair process was resulting it was agreed that the experts for SGA and the submitters would seek to arrange a direct meeting to discuss these site-specific submissions. It is likely that this meeting be arranged after the rebuttal evidence due date of the 8th of September 2023. It was agreed by all experts that this would be the most appropriate way to give proper consideration to the submitters requests. <p>Hannah Edwards and Don McKenzie have concerns:</p> <ol style="list-style-type: none"> 1. Hannah Edwards and Don McKenzie agree with others' that the management conditions require improvement as discussed during themed discussions to ensure access and land use are integrated, and that management plans are prepared in consultation with affected landowners and occupiers. 2. Requires clarification as to whether the median will be raised or flush, to be able to assess the effects now, not at detailed design. 3. Considers the SCEMP should be certified, not only provided for information. 4. Seeks a reduced lapse date of 10 years (W4 and Trig Road). |

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| | | | | SGA Expert response: <ul style="list-style-type: none"> • SGA experts have noted previously that they will undertake to consider submitter feedback, and review conditions if appropriate. • Integration opportunities exist via the NIMP, LIMP and the ULDMP. • SGA consider that the 10 years lapse date will not provide sufficient certainty for the future transport network. |
| 26. Yes for: John Daly Regan Elley Hannah Edwards Don McKenzie (Transport) | | Cabra Development Limited | 125 Fred Taylor Drive | Hannah Edwards and Don McKenzie have concerns: <ol style="list-style-type: none"> 1. Existing access is significantly affected, and the site becomes 'landlocked' once works commence on Fred Taylor Drive. Hannah Edwards and Don McKenzie appreciate the comprehensive package of conditions but agree with others' that the management conditions require improvement as discussed during themed discussions to ensure access and land use are integrated, and are prepared in consultation with affected landowners and occupiers. However, the relocated temporary and permanent access is not obvious and require clarification from SGA Transport Engineer to confirm permanent access can be reinstated to Spedding Road Extension, and how temporary construction access will be provided in a scenario where Spedding Road and Fred Taylor Drive are under construction simultaneously. There is a particular concern that access during the construction phase has not been considered. 2. Meeting with Property team has been requested – no response received. 3. Considers the SCEMP should be certified, not only provided for information. 4. Seeks a reduced lapse date of 10 years (W4). |

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| | | | | SGA Expert response: <ul style="list-style-type: none"> • SGA note the access point and the SGA Transport Experts will respond in rebuttal and also review access during construction. • John Daly will follow up with the property team. • Items 3 and 4 have been addressed in previous responses in the JWS. |
| 27. Yes for: John Daly Regan Elley Hannah Edwards Don McKenzie (Transport) | Hannah Edwards - Planning | F. Boric and Sons Limited | 1368 - 1404 Coatesville-Riverhead Highway | Hannah Edwards and Don McKenzie have concerns: <ol style="list-style-type: none"> 1. Hannah Edwards and Don McKenzie agree with others' that the management conditions require improvement as discussed during themed discussions to ensure access and land use are integrated, and that management plans are prepared in consultation with affected landowners and occupiers. 2. Seeks clarification on need for width. 3. Considers the SCEMP should be certified, not only provided for information. 4. Seeks a reduced lapse date of 10 years (R1). |
| 28. Yes for: John Daly Regan Elley Hannah Edwards Don McKenzie (Transport) | Hannah Edwards Don McKenzie | F. Boric and Sons Limited | 993 Waitakere Road | Hannah Edwards and Don McKenzie have concerns: <ol style="list-style-type: none"> 1. Rationale for proposed width of Access Road. 2. Management plans and consultation will not mitigate the significant physical and operational effects on the owner and occupier. 3. Seeks a reduced lapse date of 10 years (S4). 4. Meeting with Property Team requested – no response received. 5. Hannah Edwards and Don McKenzie seek further understanding as to how the RTC overbridge will interface with future grade separation works within the KiwiRail designation. |

| EXPERT'S CONFIRMATION REFER PARA 4.1 | Expert | Party | Property Description | JWS Outcome |
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| 29. Yes for: John Daly Regan Elley Hannah Edwards Don McKenzie (Transport) | Hannah Edwards – Planning Don McKenzie | Kumeu Properties 2017 Limited | 46 and 48 Main Road | <p>Hannah Edwards and Don McKenzie have concerns:</p> <ul style="list-style-type: none"> • Hannah Edwards and Don McKenzie are concerned that there is insufficient information and/or concept detail around the access provision between the submitters land, the Main Road frontage (access road) and SH16. • Preliminary conversation between the submitter's experts and SGA experts has centred on the requirement or otherwise of a retaining wall across the site's access to SH16. The implications of there being a retaining wall across the full frontage of the site and preventing any access to the site is clearly untenable and in contravention of the existing access and/or Limited Access Road ("LAR") provisions that may or may not apply to the site frontage. Further clarification is sought from SGA as to the existence and application of the SH16 LAR provisions to this site. • Hannah Edwards and Don McKenzie seek reassurance as maintenance of the connection between the site and the SH16 Main Road carriageway and suggest Condition 11 should also be applied (if not to all of NoR S2, then as a site-specific condition is requested). |
| 30. Yes for: John Daly Regan Elley Hannah Edwards | Hannah Edwards - Planning | The Beachaven Trust | 33 Grivelle Street | <p>Hannah Edwards and Don McKenzie have concerns:</p> <ol style="list-style-type: none"> 1. No apparent need for extent of NoR as no works are illustrated within site. 2. Seeks clarification as to the need for proposed Access Road width. 3. Hannah Edwards and Don McKenzie agree with others' that the management conditions require improvement as discussed during themed discussions to ensure access and land use are integrated, and that |

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| | Don McKenzie (Transport) | | | management plans are prepared in consultation with affected landowners and occupiers. 4. Considers the SCEMP should be certified, not only provided for information. |

Confirmed online: 31 August 2023

4 PARTICIPANTS TO JOINT WITNESS STATEMENT

4.1 The participants to this Joint Witness Statement, as listed in para 3.1 , confirm that:

- (a) They agree that the outcome(s) of the expert conferencing are as recorded in this statement; and
- (b) They agree to the introduction of the attached information – Refer to para 2 above; and
- (c) They have read the Environment Court’s Practice Note 2023 and agree to comply with it; and
- (d) The matters addressed in this statement are within their area of expertise; and
- (e) As this session was held online, in the interests of efficiency, it was agreed that each expert would verbally confirm their position in relation to this para 4.1 to the Independent Facilitator and the other experts and this is recorded in the table above.