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

Date: Monday, 15 May 2023
Time: 9.30am
Meeting Room: Uxbridge Theatre
Venue: 35 Uxbridge Road, Howick, Auckland 2014

APPLICATION MATERIAL

SECTION 92 DOCUMENTS – VOLUME 1

**5 REEVES ROAD, PAKURANGA HEIGHTS (EB2);
207 TI RAKAU DRIVE, PAKURANGA HEIGHTS
(EB3R)**

**AUCKLAND TRANSPORT IN CONJUNCTION
WITH EASTERN BUSWAY ALLIANCE**

COMMISSIONERS

Chairperson Sarah Shaw
Commissioners Ian Munro
Nigel Mark-Brown

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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.

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9 September 2022

Sonja Lister
Eastern Busway Alliance Consent Planning Lead
Auckland Transport
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AUCKLAND 1142

By email: sonja.lister@aucklandtransport.govt.nz

Request for further information in accordance with section 92 of the Resource Management Act 1991

Notice of requirement: Eastern Busway EB2 (Auckland Transport)

Resource consents: Eastern Busway EB2
BUN60407133 LUC60407134 DIS60407135 (NES - FW)
DIS60407492 (Earthworks/Contamination)
CST60408360 (Occupation)
CST (Disturbance) – reference to be confirmed

Eastern Busway EB3R
BUN60407121 LUC60407123 DIS60407122 (NES - FW)
DIS60407493 (Earthworks/Contamination)
CST (Occupation) - reference to be confirmed
CST (Disturbance) - reference to be confirmed

We are writing with respect to the notice of requirement (NOR) and resource consent applications lodged for the Eastern Busway project.

After completing a preliminary assessment of documents lodged for the NOR and resource consent applications, we consider that further information is required to enable an adequate analysis of the proposals, their effects on the environment, and the way in which any adverse effects on the environment may be mitigated or avoided. Provision of this further information is also sought to ensure potential submitters are able to adequately assess the extent to which the NOR, resource consent applications, and associated environmental effects will/may affect their interests.

Please note that formal comment has not yet been received from Watercare Services Limited. Any comments will be forwarded upon receipt.

The information requested below will also enable the council to undertake a full and proper assessment of the NOR and resource consent applications, and provide recommendations on each proposal.

Where appropriate, this request identifies whether the request relates to the NOR or the resource consent applications. However, a number of requests relate to both.

Under section 92 of the Resource Management Act 1991 (RMA), we request the following further

information:

EB2 NOR – Planning General

- (1) Please confirm the proposed use of the land bounded by the Cortina Place extension, Reeves Road, the new bus station and Aylesbury Street. On the landscape plans this appears to be a park/open space, but this does not appear to be described as such in the Assessment of Effects on the Environment (AEE). Please advise whether this land will be zoned open space, and whether Auckland Transport (AT) will take long-term responsibility for its maintenance?
- (2) Please explain notations on the Land Requirement Plan. There appear to be parts of the proposed designation that will be removed but will still be required as road, and others that will not. Please explain the reasoning for this and how it will work long term.
- (3) On 18 August 2022 the Council notified a number of changes to the Auckland Unitary Plan, Operative in part 2016 (AUP:OP). Please consider whether any of these require some changes to your assessment, particularly in respect of the objectives and policies assessment. For example, the zones referred to in the submitted assessment may have changed and new objectives and policies have been proposed, some of which will have immediate legal effect.
- (4) In section 12 of the AEE document a 10 year lapse period is sought for the designation. However in section 10 of the NOR document a 15 year lapse period is sought. Please confirm the lapse period sought.
- (5) The designation map boundary (Land Requirement Plan.pdf) does not conform to the EB2/EB3 boundary on most of the other plans (i.e. the Reeves Rd/ SEART and Te Rakau Drive intersection). Please confirm this boundary and update the map.

Please also note the comment under Urban Design regarding the consideration of the northern section of William Roberts Road (south of Reeves Road).

- (6) Some of the maps provided in various reports provide for a different border between EB2 and EB3 that what is specified in the initial set of maps. This includes the Key Plan section. In order to avoid confusion please provide that all maps show the correct boundary.
- (7) Please confirm whether it is intended to lodge OPWs for the various construction yards or rely on the descriptions set out in the AEE document.
- (8) Please provide copies of, or web links to, the local and community plans set out on page 47 of the Social Impact Assessment (SIA) document.
- (9) Please explain how the assessment of alternatives for the Reeves Road Flyover (RRF) and the Bus Station has integrated RMA matters with business case matters, and how priorities were established. Please explain why different criteria were used for the RRF and the Bus Station assessments.
- (10) Please graphically illustrate the 20 options for the RRF set out in table 5 of the EB2 Options Report.
- (11) Please explain how the project objectives, as set out in the Eastern Busway EB2 Options Report, relate to the RRF. The objectives seem to be very much focused on the busway and bus station

rather than the flyover.

EB2 and EB3R RC – Planning General

Construction Plans

A number of sets of Plans have been provided as part of the application, where separate Appendices have been provided for Land Requirement, Consent Plans (which relate to the General Layout, Architectural and Road details) and Landscape, Ecological and Arboricultural Mitigation Plans, all of which provide details of the proposal upon completion.

It is difficult to easily locate plans associated with the scope of works proposed as part of construction, particularly with regard to the reasons for which consent is sought (overall extent of earthworks, mangrove removal, earthworks and vegetation clearance in/proximate to a natural wetland).

- (12) Please provide a collated set of plans that identify construction works including, but not limited to:
- a. The extent of earthworks proposed as part of construction, including details of cut and fill (referenced in the Earthworks and Streamworks discussion);
 - b. The extent of earthworks located in or within 100m of a natural wetland (referenced in the Earthworks and Streamworks discussion);
 - c. The extent of mangrove removal; and
 - d. The extent of vegetation clearance located in or within 10m of a natural wetland.

Management Plans

A suite of Draft Management Plans has been provided as part of the application where further management plans and reports that are required as part of the proposed conditions set are yet to be drafted.

- (13) Notwithstanding the information sought by specialists in the following requests in this regard, in order to understand the scope and level of detail proposed to be provided within the Habitat Restoration Plan (which compliments the Lizard Management Plan) and an Urban Design and Landscape Plan (UDLP) in particular, please provide examples of such plans that have been recently prepared by AT.

Please note the UDLP example should include details of Landscape Mitigation Planting and Ecological Mitigation Planting as set out in the Landscape, Ecological & Arboricultural Mitigation Plan submitted.

EB2 RC – Planning General

Scope of Works – William Roberts Road (South)

- (14) As will be discussed in further detail on Urban Design, EB2 in conjunction with the William Roberts Road Extension (currently being processed by way of resource consent LUC60401706) result in works along the entire extent of William Roberts Road as set out in Figure 4-1 below.

However, the extent of the works as set out in the General Arrangements Plans are limited to the intersection of William Roberts Road and Reeves Road.

Further details are required to understand the function and appearance of the entirety of this part of William Roberts Road upon completion of works.



Figure 4-1 Location of Works for EB2

EB3R – Planning General

105 Ti Rakau Drive

This site is being used as both a permanent carpark, and a temporary parking area during construction.

- (15) Information on this parking area(s) is spread between a number of documents and plans. In order to understand the functioning of the parking area and its interface with neighbouring properties and streetscape in both configurations, please provide consolidated scaled plans which set out:
- The carpark access to enable assessment of the parking area against the relevant access and parking standards within E27 of the AUP:OP;
 - Pedestrian connections between the carpark and the Edgewater Shops the parking area is designed to serve;
 - Landscaping (if relevant); and
 - Boundary treatments with adjacent properties.

Please also provide details of any lighting and/or security arrangements for this parking area.

- (16) Please advise the duration the parking area is intended to be used for in its 'temporary configuration'.

Industrial Trade Activity (EB2, EB3R)

- (17) Please provide an assessment under E33 of the AUP:OP for the whole developed site.
- (18) Please provide locations and the total areas (m²) of the construction yards for the whole development detailed within the Master Plan, identifying type of materials that will be stored and for how long.
- (19) Please clarify where the stormwater will drain from the above identified Industrial Industrial Trade

Activity areas. In case the runoff will pass via a stormwater treatment device, it will be in non-compliance with Standard E33.6.1.2 (1) and will trigger a consent under Rule E33.4.2 (discharge of contaminants).

- (20) Please provide a draft environmental management plan which is required at this stage. The final copy can be conditioned and attached with the Industrial Trade Activity catchment plan.

Parks (EB2, EB3R)

- (21) Please provide mitigation landscaping plans for all open spaces affected. This is typically a requirement under schedule 4 of the RMA. This should be suitably detailed and include general species selections, densities and planting grades/size at the time of planting.
- (22) Please show how you have addressed low speeds and traffic control or pedestrian rights-of-way for roads adjacent to parks, especially where there are sport clubs.
- (23) Please explain how safe public access will be retained throughout the construction period to open spaces and esplanade reserves.
- (24) Please explain whether the directly affected sports fields (i.e., Ti Rakau and Riverhills), will be able to be used during construction, and whether there are any proposals to relocate the clubs during construction? And if so, for how long? Please also explain how the construction will affect parking around these clubs.
- (25) Please explain how the bus stations and shared used paths integrate with the existing open spaces where it may have severed the open space.

Social Impact Assessment (EB2, EB3R)

- (26) Please provide a detailed description of the specific project elements to be assessed (p15 and 16)

Understanding what is being assessed is a key early step in assessing potential impacts (Section 3.2.1 and Section 3.2.2). The current lists have a limited description of the project features, and instead mostly include commentary on potential outcomes – which is the purpose of the specialist assessments and would not typically be in the project description. For example, all that can be determined from the project description in the SIA about the Reeves Road Flyover is that it is an ‘elevated structure.’

The rest of the material in the RRF dot point relates to potential outcomes. For example, given it is a flyover, the treatment of the spaces running the full length beneath the flyover would likely be critical to achieving outcomes for crime prevention, amenity, pedestrian usage, cyclist usage and the access between community facilities, but there is no information presented on this in the SIA.

For the U-turn facilities on EB3R it is not clear whether they are signalised and in phase with other traffic lights. Such details greatly affect potential outcomes but are not provided. These are just two examples of where there is insufficient detail about the project, and as such it is difficult to review whether the potential effects identified in the SIA are appropriate or not.

- (27) Please provide an assessment of vulnerable groups

The methodology and analysis section (4.1) describes: ‘However, awareness of the differential distribution of impacts among different groups in society, particularly the impact burden experienced

by vulnerable groups in the community should always be of prime concern.’ However, engagement with vulnerable groups is unclear, and little analysis/assessment is undertaken as the population groups assessed are geographically determined, and not determined by need. In a transport project, vulnerable groups to assess would typically include people with disabilities, older people e.g., the residents of 33 Dale Crescent or 14 Edgewater Drive, and children. Given the number of businesses potentially affected, small businesses could also be added. Community engagement would assist in determining if these were the only appropriate groups to consider.

On occasions, vulnerable groups are discussed, e.g., in *Community Severance* (Section 7.3.1.1.3) disability is mentioned, however, potential social effects are not described for people with disabilities. AT Capital Projects Accessibility Group is cited as solving access problems with no direct link back to the issues identified in this project, and it appears that tactile paving, wheelchair access and visually contrasting ground surfaces are to be used in the construction period, whereas they are more likely operational outcomes?

While pedestrian access is assured for all businesses and facilities during construction, is that access suitable for vulnerable groups? There is insufficient information provided to understand the potential effects on vulnerable people.

(28) Please provide an assessment of key organisations

The methodology and analysis section (4.1) describes that assessment is important ‘at the level of an individual person, an economic unit (family /household), as social group (circle of friends), a workplace (a company or Government agency) or by community/society general.’ The assessment largely considers community/society general with little reference to specific companies or organisations. For example, when considering construction access to connectivity (Section 7.3.1.1.2) the SIA states ‘Several commercial and residential properties in the EB2 neighbourhood area will have access impacted during construction works.’

It is unlikely that the social effects are identical across all organisations and there is insufficient information to understand potential social effects. For example, the medical centre may have a larger proportion of users who are sight impaired, physically disabled, neurodiverse, and/or anxious compared with other organisations. Or to put it another way, perhaps a business might experience a different social effect than a mosque – certainly given the different services they provide one would assume so? The social effect is considered to be ‘access and connectivity’, but that is the determinant of the social effect. If access and connectivity is restricted, the potential social effects of that for mosque worshippers is most likely different to that of medical centre visitors. But what are these social effects? And so it continues with schools, medical centres, businesses, residents, libraries, galleries or emergency services.

Therefore, the assessment should consider the extent, duration, magnitude, likelihood, consequence and impact rating for different types of organisations, the actual social effect, and once that is known some organisations might need different mitigation to others. The necessary detail is lacking in the assessment. This issue plays out in nearly every assessment section, where descriptions of effects are applied to a large groupings and the effects themselves are broad, rather than specific to any particular organisation or vulnerable group.

(29) Please provide a definition for each effect assessed and a thorough assessment for each effect chosen to be assessed.

The International Association for Impact Assessment (IAIA) SIA framework (Section 4.5) chosen is a broad description of potential categories to base an assessment on. The SIA continues to use the broad IAIA categories within the assessment chapter (Section 7). This leads to other concerns, as assessment headings such as “*People’s way of life, community and culture*” are bold in their breadth. *Way of life, community, and culture* are three separate categories in the IAIA SIA

framework, each a potentially enormous topic, but in this SIA are all rolled into one.

As such, there is insufficient detail in the SIA to understand the potential effects across these categories. For example, for culture, the SIA attempts to cover this topic within a single paragraph on *community character* (Section 7.3.1.1.1 and repeated in Section 7.3.2.1.1). What culture is, is not defined, and how culture relates to *community character* is not described. Social effects are not identified, *consequence*, *likelihood* and a *social impact rating* are not described in the text, nor in the summary (Section 7.5). This is one example of many throughout the assessment, where the SIA suggests significant topics will be discussed, but there is insufficient detail provided.

(30) Please provide the literature review

Section 4.3 describes a '*literature review has been undertaken*'. It is normal practice with a literature review to describe the research questions that are being asked/answered, the search strategy used, and a summary of findings. In particular, the empirical evidence regarding transport interventions and social outcomes is a critical component of a literature review.

The description of documents included in the *literature review* (Section 4.3) appears to include all written documents that have been read for the SIA, which is unusual for a literature review. While it is usual in a SIA to read consultation reports, local policy, and other technical assessments etc, unless they help in answering the research questions set for the literature review by uncovering empirical evidence, they would normally be described/discussed separately.

Section 5 of the SIA is headed '*Review of social impacts from transport projects.*' However, this heading is somewhat misleading as the documents reviewed are SIAs, and SIAs rarely provide evidence about actual social effects. Rather, they instead project potential effects. A review of topics covered in SIA is helpful to inform what topics might be assessed in an SIA. There is insufficient detail about the literature review undertaken and the findings from it.

(31) Please include the voice of local stakeholders and those being assessed in the SIA and then address/respond to those concerns within the SIA.

In Section 4.7 the SIA team acknowledge '*social impact engagement is a limitation of this assessment.*' Acknowledging this is the first step, the second step is rectifying it. Community interviews and community open days were held by the planning team, and some relevant questions were asked. The SIA team say they have '*analysed the findings of the consultation feedback reports*' however, the data reflecting this community voice is only sporadically articulated in the SIA and any rationale for why community concerns might be unfounded is not presented.

To provide sufficient detail, separate presentation of community data about social concerns is requested. For example, Section 6.7.4 says 'Engagement with educational facilities raised concerns about safety, road layout, and accessibility for educational facilities including Edgewater College, Riverhills School and the ability for parents and students to access the school(s).' The assessment section (7.3.2.1.3) focuses only on 'Edgewater College is currently accessed by school buses...' and the discussion becomes about how to enable a U-turn by buses on Edgewater Drive. In Section 7.5 Summary of Effects, the assessment results for Edgewater College and proposed mitigation do not appear. Overall, it appears the voice of the school community has been slowly quietened as the document continues, providing little to no assurance that concerns have been heard or addressed, or the school community provided reassurance that the current design is appropriate. Simply, there is insufficient detail.

(32) Please clearly identify social effects arising from altered transport outcomes.

The SIA's role is to assess social outcomes arising from alteration to transport outcomes, yet on

many occasions the SIA stops the assessment at the transport outcome, or presents cursory social effects. For example, DW Family Doctors, is being displaced with no current surety of another location (Section 7.3.1.2.1). A close reading of the characterisation of effects is “*The loss of these facilities will be felt at a local community level...*”; “*...the loss of these facilities still has the potential to affect existing patients and the community...*” and “*patients may not be able or willing to relocate to a different practice which may result in delays seeking help and poor health and wellbeing.*” The last sentence is the only sentence which describes a potential social effect.

It is considered that the medical centre and patients who go there have far more to say than one sentence about the potential social effect from displacement. Yet, the likelihood of this occurring is described as ‘*possible*’, which is defined as ‘*might occur at some time.*’ This appears to substantially under-rate the likelihood of an effect occurring. It is noted that the likelihood for many of the other assessments are also rated as ‘*possible*’, when categorisation of ‘*likely*’ or ‘*almost certain*’ appear more suitable.

- (33) Please provide the meeting notes from individual meetings with each of the stakeholders in the *consult* and *involve* columns in Table 4.

To be able to determine if the breadth of concerns of residents and organisations have been appropriately assessed in the SIA, the notes for each of the individual meeting are requested. These notes will provide sufficient information on the context of the facilities such as how many people attend for what purpose, relative availability of similar facilities in the local area, who accesses the facilities, by which mode of transport, any particularly vulnerable groups, positive and negative comments on the design, and suggested mitigations, etc. Referenced documents in the SIA provide insufficient detail about community concerns.

- (34) Please provide a discussion of the evidence underpinning each assessment, along with the scale of people impacted, time period and severity - for each topic assessed and for each population assessed. The pre- and post-mitigation effects, with the mitigation clearly described for each, are also needed.

Each assessment topic in Section 7 considers *consequence* and *likelihood*, however *consequence* is broadly defined in the method section, incorporating extent, duration and magnitude. Within the discussion there is little reference to the characteristics of the impact rating described in the method (Section 2.2.4.2) e.g., number/magnitude of people impacted, time period/duration of exposure, severity/consequence.

It is considered that this information would be provided for all topics, all backed up by a discussion drawing on the project description, literature review, community data and finally the assessor’s judgement. The effects pre and post-mitigation, with the mitigation clearly described for each, are also needed, in one discussion. At present it is difficult to follow the judgements made and there is insufficient detail.

Below is a single summary example from another SIA, that Robert Quigley (council’s social impact specialist) has recently reviewed that clearly laid out the information for the reader for each social topic assessed, including (1) description of the impact topic; (2) An assessment of the potential impact; (3) The mitigation proposed; and (4) A summary of the impact assessment pre- and post-mitigation. A hyperlink to the SIA is [here](#).

Impact Assessment

REDUCED WELLBEING (DUE TO ANXIETY AND /OR CHANGES IN THE QUALITY OF THE ENVIRONMENT)		
Phase: Construction and Operation	Pre-Mitigation Assessment	Post-Mitigation Assessment
Extent	Local area	Local area
Duration	Medium term	Medium term
Magnitude	Few affected	Few affected
Consequence	Minor	Minor
Likelihood	Possible	Unlikely
Significance	Moderate	Low

- (35) Please provide an analysis that clearly describes what is being assessed versus a counter factual.

At present there is no mention of the counter factual. Is it the status quo? A counter factual is the basic premise of all impact assessment but is not mentioned. Instead, the SIA describes effects without any comparator. Clearly setting out what is assessed should occur in the methods section and be implemented in the assessment section.

- (36) Please include an assessment of potential social effects for residential areas with a high risk of offensive or objectionable dust nuisance and provide reassurance that the mitigation will achieve a low social effect.

The Air Quality Assessment concludes Te Tuhi (Area B in the Air Quality Assessment) has the potential to experience a *medium risk* of objectionable dust, and residential areas (Areas A and C) a *high risk*. Within the SIA, only Te Tuhi is considered under air quality. The mitigations referenced in the SIA are generic but are heavily relied upon to achieve *low* social effects. Sensitive receivers like Te Tuhi are only metres from an elevated work site and there is insufficient information to determine what the social effect may be.

- (37) Please assess potential social effects arising from operational noise exposure for vulnerable populations and residences exceeding noise standards

The SIA has taken the overall noise assessment summary and applied it to all properties. Please consider the land uses of those properties experiencing *moderate adverse* and *significant adverse* noise effects (in Appendix D, operational noise assessment) and work with the affected properties to identify if a social effect might arise or not. For example, one of those addresses experiencing a moderate significant adverse noise effect, 33 Dale Crescent, is a retirement village. The SIA discounts social effects from noise because the '*noise levels are not unexpected for an urban environment*', however that is not the premise for social impact assessment; it is project versus no project.

Furthermore, Appendix D of the operational noise assessment shows many properties exceed NZS 6806 noise criteria during operation with mitigation 4, and no assessment of social effects on those properties is carried out. At present there is insufficient information to understand the potential social effects arising from noise.

- (38) Please provide additional information about the neutral social effect arising from the RRF, day and night, and along the full length of the flyover.

Section 7.4.1.4.4 says 'With the proposed design features which are anticipated to create an attractive and safe environment underneath the flyover the social impact rating is considered

neutral.' Please identify where the assessment of an attractive and safe environment is from? The Landscape and Visual Assessment does not assess safety (or severance, or access to facilities), though it does report a moderate to high negative effect for some residential viewing audiences; and low-moderate for Pakuranga Community Centre (p49). At present there is insufficient information to understand the potential social effects arising from the flyover, especially at night, or along the full length as the flyover moves away from the town centre and lowers to the ground.

- (39) Please consider the RRF in the 'Fear of Crime' assessment.

Section 7.4.1.5.1 *Fear of crime* does not include an assessment of the flyover space, especially at night and along the full length of the flyover space.

- (40) Please cross reference mitigation proposed with lodged conditions.

It is difficult to see the mitigation proposed in the SIA within the *Designation Conditions* document or *Resource Consent Conditions* document as there is no cross-referencing in the SIA, nor a specific section for social conditions in either. The word 'social' is not in either document.

- (41) Please clarify Figure 4-25 of the AEE.

Figure 4-25 shows the layout of the Bentonite/polymer plant. The quality of the image is too low to understand what the brown shading represents, especially the shading in front of Te Tuhi.

- (42) Table 6 and 7 in the air quality assessment reports a score of 1 for '*sensitive receptors may be downwind of the construction area under prevailing wind conditions*'. Yet sensitive receptors are described in Section 5.1 of the air quality assessment, and some are downwind of construction activities. Should this value be 1 in those situations? And the flyover is an elevated structure, does that get reflected in the Table 6 assessment? The approximate time duration for construction of the RRF is three years according to p51 of the Integrated Transport Assessment but is '*more than one year*' in Table 6 of the dust assessment for all areas assessed, including Te Tuhi. Might this be an underestimate? The timings for construction are presented in the EB2 AEE (p45) but provide little detail on when each of the Areas in the air quality assessment might actually experience construction

Ecological (EB2, EB3R)

- (43) The National Policy Statement on Freshwater Management requires that the potential ecological values of wetlands is to be assessed. Please provide this assessment to determine the level of ecological effects on natural wetlands.

Arboriculture (EB2, EB3R)

A *Tree Protection Management Plan (TPMP)* has been submitted as part of the proposed applications. Item 1.6 *TPMP Certification and Review* sets out that:

"Once certified, minor amendments as a result of changes in design, construction materials, methods or management of effects can be made to the TPMP without the need to seek recertification provided that the amendments are agreed to by Council, prior to the implementation of any changes. If no written response is received from Council within 10 working days of the management plan being submitted for certification, the TPMP will be deemed to have certification and works can commence," and

"any additional trees noted during site walkover as requiring removal/pruning/works within rootzone (but not identified on the Tree Plans as requiring any works) will be discussed at the construction pre-start

meeting. Any recommendations/actions arising from this meeting will be recorded on the Arborist Meeting Minutes form as evidence of agreed actions.”

- (44) This provision does not identify that any amendments and written response must be in consultation with the Community Facilities Urban Forest Specialist (Arborist) who has the delegated authority to issue their Tree Owner Approval (TOA) for the removal, pruning and works in the root zone of public trees. As no TOA has been issued yet, and the TOA application only seeks approval for trees removals identified in the Arborlab Tree Assessment Report, please confirm that the Community Facilities Urban Forest Arborist is aware of, and agrees to, this provision.

Should a TOA be issued following the issue of this correspondence, please provide a copy of this TOA in order to confirm the extent of works agreed to and conditions imposed by the Tree Owners of any public trees (Community Facilities Urban Forest).

Acoustic (EB2, EB3R)

Construction noise and vibration

- (45) The construction noise and vibration assessment includes an assessment of effects across several sections but most comprehensively in section 7. The appendices include large tables of receiver addresses and predicted noise and vibration levels for various phases of work. It is difficult to combine these parts of the document to determine the overall magnitude of construction noise and vibration effects that are likely to be generated by the project.

Please provide a chart or other method of showing the number of receivers that are predicted to be exposed to different levels of effects.

The objective of the request is to provide a clear and understandable description of the overall magnitude of construction noise and vibration effect that the projects will have, by level, effect and number of receivers. For example, Table 12 could have a column added that sets out the approximate number of residential and commercial receivers that are predicted to receive noise levels in each bracket of noise effect. The same could be performed for Table 13 (vibration). This is one suggestion. There may be other methods that could satisfy the request.

- (46) The appendices demonstrate that some of the receivers are predicted to experience noise and vibration levels that are high enough to cause significant adverse effects. The precise extent (especially for vibration) and approximate duration of the effects are not known. It is therefore impossible to determine whether there are going to be receivers that suffer significant disruption during the works that might last for a period long enough to cause an overall significant adverse effect. Please provide an assessment that:
- Shows the receivers that are subject to noise and vibration levels that are above the project standards for short periods, (perhaps a few days to a week);
 - Shows the receivers that are subject to noise and vibration levels that are above the project standards for longer periods, (perhaps 1-4 weeks);
 - Shows the receivers that are subject to noise and vibration levels that are above the project standards for short periods, (perhaps longer than 4 weeks).
- (47) Please describe the likely degree of effects on the receivers in Categories b and c above so that the overall level of effect can be determined. This assessment might demonstrate (for example) that some businesses or dwellings (near to parts of the project where there is a significant volume of work) are predicted to receive noise or vibration levels above the project standards for long periods, and that the standard noise and vibration measures may not be sufficient.
- (48) If the assessment arising from questions 46 and 47 demonstrate that the effects may be significant, (causing business disruption or long term (> several weeks) of serious residential disruption) please propose mitigation measures that could be employed to adequately mitigate these effects. These

may include temporary relocation (for example).

- (49) Please identify any businesses or activities that might be particularly sensitive to vibration due to the equipment they use, processes or products they provide, or where their particular circumstances are such that the construction vibration will cause business disruption. If there are any businesses in this category, please identify appropriate mitigation measures to adequately mitigate the effects.

Operational noise

- (50) Section 5.2.8 of the Operational Noise Assessment describes a “self-screening” bridge. Please describe what this means, and how the traffic noise will be screened in the manner described.
- (51) Section 5.2.9 of the Operational Noise Assessment sets out that the speed limits in several sections of the existing road are expected within the transport model at the time of growth under the do-nothing scenario. The assessment goes on to state that this speed limit reduction has not been included in the do-nothing predictions for the Design Year because, “NZS 6806 states that the Do Nothing scenario should include no alterations to the roads assessed.”

The relevant clause of NZS6806:2010 is the definition of ‘Do-Nothing’ in section 2.2. Section A2.2 contains helpful text for a worked example. The definition of do-nothing is (emphasis added) :
The predicted road traffic noise level at the assessment position(s) of protected premises and facilities and the design year assuming no alterations are made to the existing road.

The text in A2.2 (for the worked example) states (emphasis added):
Using an appropriate noise model ... predict noise levels for the design year taking into account the future traffic flow (AADT), and assuming no alterations are made to the existing road layout.

The text in A2.2 makes it clear that an ‘alteration’ is a physical change to the layout. The operational noise assessment suggests that altering the speed limit is an alteration to the existing road, and so has excluded it from the do-nothing scenario. This is inconsistent with NZS6806:2010.

If the future alteration to the speed limit in the do-nothing scenario is not incorporated in the do-nothing scenario, but is in any of the future design scenarios, the assessment of noise effects will automatically show that any design scenario will generate lower noise levels than the do-nothing, because the speed limit drop is incorporated. This is artificial and misleading. If the project does not go ahead (i.e. the do-nothing) the speed limits will drop before the design year and the noise levels will reduce. This is an actual and predicted change that should be incorporated in the do-nothing scenario, just like traffic growth over time is incorporated.

Please adjust all of the do-nothing noise level predictions to take into account the speed limit reductions that will occur with growth. This will lower the noise levels for the do-nothing scenario across large parts of the project and will allow a true and accurate description of the actual change in noise level and effect that will arise for the various options when compared to the do-nothing. Once the do-nothing noise level predictions are adjusted, it is expected that there will be a number of consequential changes required throughout the assessment (such as Figures 7 and 8, and much of the accompanying text).

- (52) Section 5.5 states that the noise level assessment for buses has been undertaken on the basis that 100% of the bus fleet will be electric in the Design Year (2048). The design year is approximately 26 years away. Allowing for the construction phase, there may be 20 years of use of the roads before the Design Year arrives. This is a significant period of time. It is expected that there will be a transition in the bus fleet from diesel to electric that will occur over time. However, it is not known when that transition will start or how long it will take.

Please provide some insight into the probable amount of time it will take for the bus fleet to transition

to 100% electric. If that time is more than 1-2 years from the opening of the busway, please provide an assessment of bus noise using 100% diesel fleet and perhaps a 50% diesel / 50% electric fleet. This will enable the effects of buses over the next 26 years to be properly understood. This request includes the busway generally and the specific effects around the bus stops.

(53) Section 5.6 of the assessment contains a very brief assessment of the noise effects of the project. Please provide a meaningful and sufficiently detailed assessment of the noise effects that refers to, and explains the effects of the project against, the objectives of the World Health Organisation Environmental Noise Guidelines for the European Region (2018) and the specific recommendations for road traffic noise. This should include any statistical analysis to demonstrate how the predicted noise levels compared to the recommendations. The assessment may also refer to other publications or research such as Miedema and Oudshoorn.

(54) The assessment of the effectiveness of road-side barriers discounts them entirely because they do not screen the upper storeys of multi-storey buildings. This ignores the potentially significant benefit that barriers can have on rooms at the ground floor and also the outdoor living environment.

Please provide more informative comment on the actual and potential benefits of barriers in a more holistic sense, that includes the potentially significant benefits at lower levels. The evaluation of the utility of barriers should be revised to have proper regard to the potentially significant benefits they can have at the ground floor.

(55) The proposal involves the removal of a number of buildings to make way for the project. New traffic lanes will be constructed on many of the properties that will be vacated. This will expose the houses immediately behind to greater levels of road-traffic noise. In some cases, the increase will be significant.

The noise assessment appears to rely on future development on the residual land to provide a degree of screening to mitigate the effects. However, it is not certain that the residual land will be large enough or reasonably able to accommodate future dwellings that will adequately screen the existing dwellings.

- a. Please demonstrate that it is certain that the residual land will be large enough and reasonably able to accommodate buildings that will adequately reduce the noise to existing dwellings;
- b. If it is not certain that development on the residual land will deliver the outcomes in (a), demonstrate what the Best Practicable Option will be to mitigate the effects and achieve a reasonable level of noise. This should include an assessment of screening options that includes the following:
 - An assessment of screening from barriers, acknowledging the significant positive effects they can have on ground floor and yard spaces;
 - An assessment against NZS6806 and the relevant recommendations of the World Health Organisation's Environmental Noise Guidelines for the European Region (2018).

Traffic (EB2, EB3R)

(56) Vehicle tracking plans: It is noted that the Integrated Traffic Assessment (ITA) does not appear to include vehicle tracking plans as part of its appendices. This information is required to provide confirmation of the proposed design layout meets the vehicle manoeuvring requirement and aligns with the Transport Design Manual standards. Please provide the vehicle tracking curve analysis for all intersections to demonstrate the feasibility and practicality of the proposed intersection layouts, with greater focus being placed on those with multiple turning lanes and overlapped movements according to the intended phasing operations.

- (57) Crash data currency: Section 3.8.1 of the ITA states that the crash data only covers the period from 2015 to 2019. Although it is acknowledged that the rationale may consider this data most relevant due to Covid effects from 2020 onwards, it is still important to identify any new crash trends derived from possible changes in new traffic patterns. Please provide an updated crash record to include all available data in 2022 to ensure all the latest safety risks can be identified.
- (58) Phasing diagrams: It is noted that the ITA includes relevant appendices to demonstrate phasing diagrams at different project stages. However, the 3-staged mid-block pedestrian crossing across Ti Rakau Drive between Marriott Road and Edgewater Drive has not been elaborated on. Please confirm how the intersections and associated phasing are expected to be operated, i.e., three standalone signalised crossings or staggered pairs?
- (59) Temporary pedestrian route detour: Section 5.3.2 describes the temporary rerouting of Bus 711, which will result in bus patronage to use Bus Stop 6127 on the western side of Ti Rakau Drive from the current Bus Stop 6060 inside the mall. Although there may not be a significant difference in travel distance, it will be problematic (if not dangerous) for pedestrians crossing Ti Rakau Drive without crossing facilities in the vicinity of Aylesbury Street/Ti Rakau Drive intersection. Please provide further consideration and assessment of temporary crossing facilities to assist pedestrians in continuing to use bus services in a safe and efficient manner.
- (60) Bus travel time increase: It is evident that bus travel time through all parts of the overall project is expected to experience substantial increases during Construction Stage (CS) 1. Figure 1 (below) shows approximately 40% delay on Bus 70, which is one of the busiest routes in Auckland and likely to have a significantly negative impact on bus patronage and travel experience during this CS1 period (with potential effects longer term). Please provide identification, consideration and assessment of potential mitigation measures to reduce bus travel times during CS 1.

AM Peak						
Route Description	Westbound			Eastbound		
	Do Minimum [min]	Construction 1 [min]	Difference [min]	Do Minimum [min]	Construction 1 [min]	Difference [min]
70 – Botany to Auckland CBD	42.3	59.6	17.3	26.9	31.3	4.4
72C – Botany and Howick to Panmure	20.6	42.7	22.1	16.0	15.7	-0.3
72M – Botany and Howick to Panmure	-	-	-	15.8	15.9	0.1
72X – Botany and Howick to Auckland CBD	24.6	48.9	24.3	-	-	-
352 – Manukau to Panmure	36.8	46.2	9.4	29.1	29.0	-0.1
711 – Howick to Panmure	29.1	35.2	6.1	22.7	24.0	1.3
712 – Bucklands Beach to Panmure	22.6	30.6	8.0	16.6	15.5	-1.1

Figure 1: Significant Travel Time Delays during CS1 (Source: ITA-Table 33)

- (61) Similarly, it is noted that there will be an increase in bus travel time upon project completion as shown in Figure 2. It is expected that a flagship public transport improvement project such as the Eastern Busway will provide better travel or at least not worse travel times than currently.

Please clarify the main reasons for longer travel times for various bus routes as demonstrated within the following tables, some of which are at least 10% longer than the travel time in the Do Minimum scenario.

AM Peak						
Route Description	Westbound			Eastbound		
	Do Minimum [min]	EB2/EB3R Final [min]	Difference [min]	Do Minimum [min]	EB2/EB3R Final [min]	Difference [min]
70 – Botany to Auckland CBD	42.3	29.3	-13.0	26.9	30.3	3.4
72C – Botany and Howick to Panmure	20.6	-	-	16.0	-	-
72M – Botany and Howick to Panmure	-	-	-	15.8	-	-
72 – Botany and Howick to Panmure	-	21.0	-	-	20.1	-
72X – Botany and Howick to Auckland CBD	24.6	25.6	1.0	-	-	-
352 – Manukau to Panmure	36.8	25.1	-11.7	29.1	28.2	-0.9
705 – Meadowlands to Panmure	-	29.7	-	-	-	-
708 – Flatbush to Panmure	-	25.9	-	-	-	-
711 – Howick to Panmure	29.1	27.8	-1.3	22.7	25.5	2.8
712 – Bucklands Beach to Panmure	22.6	24.1	1.5	16.6	17.9	1.3
PM Peak						
Route Description	Westbound			Eastbound		
	Do Minimum [min]	EB2/EB3R Final [min]	Difference [min]	Do Minimum [min]	EB2/EB3R Final [min]	Difference [min]
70 – Botany to Auckland CBD	35.7	29.9	-5.8	38.1	31.1	-7.0
72C – Botany and Howick to Panmure	14.6	-	-	14.8	-	-
72M – Botany and Howick to Panmure	15.0	-	-	-	-	-
72 – Botany and Howick to Panmure	-	16.9	-	-	20.0	-
72X – Botany and Howick to Auckland CBD	-	-	-	16.8	24.7	7.9
352 – Manukau to Panmure	33.4	32.3	-1.1	27.9	32.4	5.5
705 – Meadowlands to Panmure	-	-	-	-	-	-
708 – Flatbush to Panmure	-	-	-	-	-	-
711 – Howick to Panmure	23.8	24.6	0.8	24.5	32.2	7.7
712 – Bucklands Beach to Panmure	19.7	22.0	2.3	18.1	25.9	7.8

Figure 2: Bus Travel Time Increase Upon Completion (Source: ITA-Table 45)

- (62) School Bus Services: Section 5.3.6 of the ITA discusses the continuation and potential changes in school bus services during various construction stages. Please describe and confirm that safe crossing points will be provided for school students where required.
- (63) Bus Priority Operations: It is not clear in the ITA if or where any bus priority techniques will be implemented along the corridor apart from dedicated bus lanes and associated phasing. The modelling results seem to favour reduction of private vehicle delays but no improvement of bus travel times. Please advise if bus priority operations will be included such as bus pre-emption or other techniques
- (64) Travel mode integration: The project may achieve a better overall outcome to allow integrated transport options. Please confirm your consideration and assessment of bicycle parking provisions at each bus station to provide convenient (and safe) transfer between travel modes.
- (65) Ti Rakau Drive/Pakuranga Road Intersection: The tightness of the turn through the south-eastern quadrant of this intersection is likely to accommodate waiting pedestrians at the crossings and create potential conflict with the adjoining two-way bicycle path. Please confirm consideration of this issue and provide possible design solutions to address this identified safety risk.
- (66) Ti Rakau Drive/Palm Avenue Intersection: There is a lack of cycling provision to connect with the Pakuranga Plaza area (also referred to as Pakuranga Town Centre), which is the main destination of the cycleway. Please confirm your design consideration of this matter and assessment of the cycling provision and connection on the eastern side of the intersection.

- (67) Cortina Place/Aylesbury Street Intersection: It is understood that the intersection footprint will need to accommodate large trucks. As a consequence, these large radii within the intersection will likely result in higher speeds being adopted by smaller vehicles and potentially create a hazardous environment for active road users (e.g., pedestrians). Please consider the combination of traffic calming and traversable aprons, as well as safe provisions for pedestrians and cyclists to obtain access to the Pakuranga Plaza area.
- (68) Cortina Place/Reeves Road Intersection: The raised features at this intersection are likely driven by the stormwater design consideration but they will result in problematic access experienced by mobility users and cyclists due to creating low points at both kerb edges. Please explore and consider design alternatives to provide better provision for active user groups.
- (69) Ti Rakau Drive/Ti Rakau Drive Off-Ramp Intersection: Please confirm your design consideration to integrate the existing shared path with Seven Oaks Drive with the cycle path features of the project.
- (70) Pakuranga Road/Reeves Road Intersection: It is identified that the road user provision at the immediate proximity of the intersection appears to be diminished including an unprotected cycle lane at the Pakuranga Road approach and unclear routes to connect southbound cyclists to the Pakuranga Road exit. Please consider optimising the cycling provision for all directions through this location
- (71) Reeves Road/Aylesbury Street Intersection: The eastern crossing path at this intersection is constrained in its accommodation of safe crossing movements for either/both pedestrians and cyclists. Please confirm if sufficient space is available to allow for the proposed infrastructure while ensuring safe movements for active road users.
- (72) Reeves Road/SEART On Ramp: It is recommended that the Applicant consider reducing the substantial median island to allocate more space to cycle lane protectors and separations between pedestrian and cyclist paths on both sides of Ti Rakau Drive, to achieve the desired safety and provision of cyclists through this area.
- (73) Marriott Road/Edgewater Drive (West) /Chevs Avenue/Ti Rakau Drive intersections: It is noted that the proposal includes a raised platform at the Edgewater Drive approach to Ti Rakau Drive, but they are not present at the Marriot Road and Chevs Avenue approaches. Please elaborate on the reasoning for this and consideration as to why this preferred traffic calming feature is not implemented at all side road approaches as a means of providing safety and convenience for active mode users in a consistent manner across the project area.
- (74) Pedestrian Jaywalking: In addition, the mid-block signalised pedestrian crossings are located centrally to bus stops on both directions. The inconvenient location will result in pedestrian jaywalking across the bus corridor, which can lead to potential safety risks and ineffective utilisation of the signalised crossings. Please discuss its design philosophy in relation to this matter, and give consideration of other potential locations/alignments for these crossings.
- (75) Wheatley Avenue/Edgewater Drive (East)/Ti Rakau Drive intersections: It is recommended that consideration be given to reallocating the road space to provide enhanced safety by way of protectors for cyclists from the carriageway by reducing the width of median islands.

- (76) Gossamer Drive/Ti Rakau Drive Intersection: The links to the central median two-way cycleway in both directions on either side of Ti Rakau Drive is provided with insufficient crossing and median widths to safely and conveniently accommodate both pedestrian and cyclist user groups. In addition, the lack of cycling provision from Gossamer Drive northwards seems to miss a large catchment of possible users. Please optimise the cycling provision and connection in the vicinity of the intersection.
- (77) Ti Rakau Bridge: It is understood that the current extent of works will end at the western side of the Ti Rakau Bridge. Please confirm how the bi-directional cycleway will be terminated safely to ensure a smooth transition to future works, especially during interim phases of the project between the completion of EB3R and EB3C/EB4.
- (78) U-turn movements: It is noted that U-turn movements and associated phasing arrangements are provided at the intersections west of Marriot Road and east of Chevis Place, respectively. Please confirm if U-turn movements at other intersections will be prohibited along the corridor to rationalise safe and efficient movements.
- (79) Construction Traffic Management Plan (CTMP): The CTMP highlights the important arrangement of temporary footpaths for pedestrians during construction works but it is not clear if a similar facility for cyclists will be provided either on-road or off-road. Please confirm if and how temporary cycling provisions will be provided for during the construction.
- (80) Road Safety Audit (RSA) Response and Decisions: It is understood that previous RSAs have been undertaken and it will be useful for these to be included in the supporting documents to assist with understanding the design rationale and decisions made on relevant matters. Therefore please provide the complete RSA document set with associated responses and agreed decisions on identified issues.

Overall, the ITA and associated documents addressing both resource consent and NOR cover a compressive range of traffic engineering and transport planning matters. The requested items aim to provide clarifications and suggestions on matters that may enhance the project benefits by addressing design considerations for future stages.

Urban Design (EB2, EB3R)

Given the scale and transformational nature of the Eastern Busway Project, we note it would be beneficial for EB2 and EB3R to be reviewed by the Auckland Urban Design Panel.

This would be particularly helpful in understanding the urban design implications associated with the land beneath the proposed RRF, as well as providing direction in association with the architectural elements of the Flyover within the wider landscape.

- (81) Should an Auckland Urban Design Panel review not be advanced, please advise on:
- a. the details of the methodology undertaken through AT's own internal expert review process to address such issues,
 - b. other reasons as to why a review by the Auckland Urban Design Panel isn't necessary, and/or
 - c. further detail on the "Urban design details for works" as set out in the Urban Design and Landscaping Plan proposed as mitigation.

Urban Design (EB2 NoR)

- (82) Please provide urban design information in the AEE on how the project, its station, streetscape and accessibility will address the future public realm / private land interface, which will be developed to substantially greater scale and intensities under the Intensification Planning Instrument (IPI) plan changes.

Reason for request: The existing built environment is only developed to a fraction of the scale and intensity of urban development that will be enabled by the IPI plan changes. This will have implications for the streetscape and street tree environment proposed as part of the project, and possibly the design of the station. There will also be substantial increases in walk-up and cycle access to the proposed station.

- (83) Please amend the Urban Design and Landscape Plan (UDLP) prescription to include a Crime Prevention Through Environmental Design (CPTED) assessment of the proposed Pakuranga Bus Station and its mitigation measures.

Reason for request: CPTED assessment and Universal Access assessment cannot be requested as part of the Outline Plan of Works, but should be included in the management plan dealing with urban design matters.

- (84) Please confirm that the Applicant considers the proposed Pakuranga Bus Station and in-road planting and street trees to be a permitted activity as 'public amenities' or 'road network activities', able to be established as part of a permitted baseline.

Reason for request: The station design and appearance and its accessibility, and the street trees and landscape planting, would have been two of the main components of the Outline Plan of Works assessment.

- (85) Please confirm the extent of the Land Requirement and Extent of Works in the northern end of William Roberts Road South, and whether footpaths will be provided in that location.

Reasons for request: As noted below, the General Arrangement Pakuranga Highway / Reeves Road Consent Plans EB 2 R 2 PL DG 100124 shows Extent of Works stopping at entrance to William Roberts Road South. However Form 18 Attachment A Designation Plans EB2 Resource Consent Footprint and Construction Land Requirement EB 234 1 RD SK Z2 00355 (and Appx 2 EB Land Requirement Plan) shows the construction footprint extending further into William Roberts Road South, and the permanent land requirement extending even further to the northwestern corner of Ti Rakau Park. Council needs to notify the accurate extent of the NoR, as it has effect from the time of lodgment. It is important to understand how the northern part of William Roberts Road South will be treated in its conversion from a carpark into a connected through street.



- (86) Please clarify why works are not proposed on the northern part of William Roberts Road South as part of this application, such as footpaths, when the resource consent associated with this Extension is transforming this 'carpark' into a connected through street and the remainder of William Roberts Road forms part of the EB2 works.

Reason for request: There is a need to understand how the whole of William Roberts Road South will function (and look) as an urban street following the completion of the William Roberts Road Extension and the EB2 works.

Urban Design (EB2 resource consent)

- (87) Please provide an indicative tree and plant species list within the application documents (noting this though is subject to later co-design) and provide in the Landscape Ecological and Arboricultural Mitigation Plans (LEAMP) an indication of the scale of the trees proposed at maturity in addition to the planting bag sizes.

Reasons for request: The LEAMP describes tree planting bag sizes, but an indication of the proposed tree size at maturity is required to determine scale effects and whether adverse visual and amenity effects will be adequately mitigated. This is particularly so as the adjacent land zonings will eventually allow for 3 to six storey buildings. Large planting bag size (180L) may only be a large sapling of a small to medium sized tree species.

Urban Design (EB3R)

- (88) Please provide urban design information in the AEE on how the project, its stations and streetscape will address the future public realm / private land interface, which will be developed to substantially greater scale and intensities under the IPI plan changes.

Reason for request: The existing residential built environment is only developed to a fraction of the scale and intensity of urban development that will be enabled by the IPI plan changes. This will have implications for the streetscape and street tree environment proposed as part of the project, and possibly the design of the stations and their accessibility. There will also be substantial increases in walk-up and cycle access to the proposed stations, which appear to be relying on at-grade pedestrian access across two or four lanes of traffic. Residential intensification of the northeastern side of Ti Rakau Drive is also likely to involve removal of many of the private trees that currently provide amenity to that side of the road.

- (89) Please provide information on the ecological re-planting of the (coastal) wetland and its margins and the stream riparian margins, to include larger specimens further from the water's edge.

Reason for request: The ecological re-planting is mitigation within the resource consents for vegetation clearance and works within and near the wetland and streams. However it will also provide public open space amenity as well as ecological services.

- (90) Please confirm that the Applicant considers the proposed Edgewater and Gossamer intermediate stations and in-road planting and street trees to be a permitted activity as 'public amenities' or 'road network activities', able to be established as part of a permitted baseline.

Reason for request: The stations' design, appearance and their accessibility, and the street trees and landscape planting, would have been two of the main components of the Outline Plan of Works assessment if EB3R had a Notice of Requirement. If resource consents are required for their establishment (for example street tree and landscape planting mitigation for vegetation removal) their effects will be assessed.

- (91) Please confirm there are no new street trees proposed along the northeastern side of Ti Rakau Drive, even though some existing street trees will be removed to create pedestrian and cycle facilities.

Reason for request: Arborlab plans in the Appx 16 Arborist assessment show mainly street trees to be removed from the northeastern side of Ti Rakau Drive, with many of the trees to be retained being sited on private property, and vulnerable to be removed for residential intensification.

- (92) Please provide an indicative tree and plant species list within the application documents (even though subject to later co-design) and provide in the LEAMP an indication of the scale of the trees proposed at maturity in addition to the planting bag sizes.

Reasons for request: The LEAMP describes tree planting bag sizes, but an indication of the proposed tree size at maturity is required to determine scale effects and whether adverse visual and amenity effects will be adequately mitigated. This is particularly so as the adjacent land zonings will eventually allow for 3 to six storey buildings. Large planting bag size (180L) may only be a large sapling of a small to medium sized tree species.

Earthworks and Streamworks (EB2 and EB3R resource consents)

- (93) Please provide a drawing showing the overall earthworks for each, EB2R and EB3R areas, that are subject to the E26 infringements and National Environmental Standards for Freshwater (NES-F) Regulations, and include with the extent of the 100m setback from all natural wetlands. Please include the location of the access ways to the works areas (e.g. to outfall construction).
- (94) It is acknowledged that cut and fill plans have been provided for the central line through the road alignments, and that the retaining wall locations have been provided. However it is unclear what cut / fill will be required across the site to construct the road alignment and any batters that will be formed at the road edges. Please provide a cut / fill plan view that estimates, and locates, the cut and fill requirements across the entire project's alignment.
- (95) As a general observation, the reference / labels used for the stormwater outfalls vary across the documents (e.g. AEE, ecological assessment reports, Erosion & Sediment Control Plan (ESCP) Report, drawings). For ease of reference, please provide a table that identifies the location of each outfall (e.g. a screenshot of the aerial image and address) and the reference relative to each document.
- (96) For the purposes of clarity, please use a consistent naming reference for each new outfall, e.g. the proposed outfall near Riverhills Park as part of EB3R is described as "New outfall adjacent MCC_108746", while the two new outfalls associated with EB2 are described as "Outfall 06-05" and "Outfall 89-18".

Earthworks and Streamworks (EB2 resource consent)

NES-F Regulations:

Council's Specialist – Earth, Streams and Trees has identified additional reasons for consent in association with the NES-F relating to Earthworks and Diversion / Discharge of water during earthworks and Diversion / Discharge, please refer to the attached document (Attachment One) for further details.

- (97) In light of the above, please review and revise the NES-F triggers / reasons for consent as identified in section 7.3.3.
- (98) Please amend the assessment of effects to ensure it assesses all reasons for consent.

Council's Specialist – Earth, Streams and Trees has identified that the entire CMA is considered natural

wetland, with further implications set out in the above-mentioned document.

(99) Please amend the application documents to identify and quantify all works proposed within, with 10m, and/or within 100m, of a natural wetland (including drawings).

(100) Please revise the assessment of effects, as necessary.

Works within the bed of a Watercourse: AUP:OP and NES-F Regulations (section 7.3.3 of the AEE; Ecology Assessment; EB2 Drawings):

In the above document, Council's Specialist – Earth, Streams and Trees has noted that it is currently unclear whether consent under E3 would be required for the works associated with stormwater outfall and 'vegetated riprap' as shown on the ESCP drawing SK-000013.

(101) Further information is required to determine any additional reasons for consent under Chapter E3 (and NES-F where applicable) for the EB2R works:

- a. Please locate the stream extent on the drawings to clarify whether works and/or structures will be located within the bed of a stream.
- b. Please provide the dimensions of the proposed structures located within the bed of the stream on the relevant drawings.
- c. Please confirm the total length of stream works proposed, as applicable.
- d. Please assess the proposed structures and works against the rules of chapter E3 of the AUP:OP and the regulations of the NES-F. Please either:
 - clarify how the structures / works will meet the permitted activity criteria; and/or
 - provide an assessment of effects where consent is triggered.

In each case, please clarify that the structure has been designed to occupy the minimum length / area of stream bed as possible.

(102) The Marine Ecological Assessment document includes Table 1 that summarises the location of outfalls and what works are proposed. For outfall '12' (MCC-108680) it notes "Potential modification/connection to outfall". Please confirm whether this outfall will be upgraded. If yes, please update the drawings (including the ESCP) and provide details as requested for outfall 13/14 (MCC_108699) above, should works be located within the bed of a stream (including any reach upstream of the CMA).

Erosion and Sediment Control:

(103) It is understood that trenching, including the 'Deep Trenches,' are proposed to be undertaken within the thresholds of the permitted activity criteria (e.g. maximum of 120m). For the avoidance of doubt, please update the cut and cover operations annotations on the ESC drawings relating to 'Deep Trenches' to state this threshold.

Regarding construction of the proposed outfalls and vegetated ripraps (including those not associated with a stream); and the new 'naturalised watercourse, it is considered that a silt fence is likely not to be the best option for the management of sediment-laden runoff from the works area.

(104) In light of the above, please review the proposed sediment controls as shown on the ESC plan.

(105) Please identify on the ESC drawings the proposed construction access way to the outfall construction areas. Please ensure this is included within the total earthworks areas (or stream

works), as applicable.

Earthworks and Streamworks (EB3R resource consent)

NES-F Regulations:

Council's Specialist – Earth, Streams and Trees has identified additional reasons for consent in association with the NES-F relating to Earthworks and Diversion / Discharge of water during earthworks and Diversion / Discharge, please refer to the attached document (Attachment Two) for further details.

(106) In light of above, please review and revise the NES-F triggers / reasons for consent as identified in section 5.3.3.

(107) Please amend the assessment of effects to ensure it assesses all reasons for consent.

Works within the bed of a Watercourse: AUP:OP and NES-F Regulations (section 5.3.3 of the AEE; Ecology Assessment; EB3R Drawings):

It is currently unclear whether consent under E3 would be required for the works associated with stormwater outfall and 'vegetated riprap' as shown on the ESCP drawings SK-000011 and SK-000012, which are located adjacent to or within 'streams 3a and 3b' as shown on figure 5-11 of the ecological effects assessment.

The drawings do not currently identify where the stormwater outfall construction is located in relation to the stream bed, or provide the dimensions of the structures.

(108) Further information is required to determine any additional reasons for consent under E3 (and NES-F where applicable) for the EB3R works:

- a. Please locate the stream extent on the drawings to clarify whether works and/or structures will be located within the bed of a stream.
- b. Please provide the dimensions of the proposed structures located within the bed of the stream on the relevant drawings. (Dimensions of the existing structures would be helpful as a comparison to the proposed structures).
- c. Please confirm the total length of stream works proposed, as applicable.
- d. Please assess the proposed structures and works against the rules of chapter E3 of the AUP:OP and (regulations of the NES-F where applicable). Please either:
 - clarify how the structures / works will meet the permitted activity criteria; and/or
 - provide an assessment of effects where consent is triggered.

In each case, please clarify that the structure has been designed to occupy the minimum length / area of stream bed as possible.

Erosion and Sediment Control:

Regarding construction of the proposed outfalls and vegetated ripraps (including those not associated with a stream); and the new 'naturalised watercourse / swale' at Riverhills Park, it is considered that a silt fence is likely not to be the best option for the management of sediment-laden runoff from the works area.

(109) In light of the above, please review the proposed sediment controls as shown on the ESC plan.

(110) Please identify on the ESC drawings the proposed construction access way to the outfall construction areas. Please ensure this is included within the total earthworks areas (or stream works), as applicable.

Works are proposed to be undertaken within Riverhills Park. The construction of the 'naturalised watercourse / swale' has been identified on the drawings and discussed in the ESCP. However, additional changes in the configuration of the Riverhills Park facilities are also proposed.

(111) To understand the potential effects of these works:

- a) Please clarify whether any of these changes will require earthworks, and clarify the total area of works proposed.
- b) Please identify whether any additional reasons for consent will be triggered as a result of these works (e.g. under the AUP:OP or the NES-F). Where works are proposed to be undertaken as a permitted activity, please demonstrate how works will be managed to achieve permitted activity criteria (e.g. please provide the ESCP for these works).

(112) ESCP Drawing SK-000014 identifies a stormwater line directed to the south of the drawing. For avoidance of doubt, please clarify whether this stormwater line(s) and/or outfall will be upgraded as part of the proposed development. Please update the drawings and provide details where necessary.

You must provide this information within 15 working days (by Friday 30 September 2022). If you are unable to provide the information by this date, then please contact us so that an alternative timeframe can be mutually agreed.

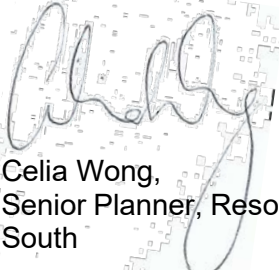
Note: If you will require more than 15 working days to provide this further information, Council will seek that you agree to an extension of time under section 37 of the RMA). This will enable appropriate time for planner and specialists to undertake the necessary review of the information once provided.

If you do not respond within 15 working days, refuse to provide the information or do not meet an agreed alternative timeframe between the council and yourself, this application must be publicly notified as required by section 95C of the RMA.

In accordance with the RMA, processing of your NOR and resource consents will remain on-hold until the indicated date, pending your response to this request. Please note that the processing clock will stop as this is the first request for additional information.

If you have any queries regarding the above, please contact Celia Wong (for resource consent matters) on 021 398 064 celia.wong@aucklandcouncil.govt.nz or David Wren (for NOR matters) on 021 276 5786 david@davidwren.co.nz.

Yours sincerely,



Celia Wong,
Senior Planner, Resource Consents
South



David Wren,
Consultant

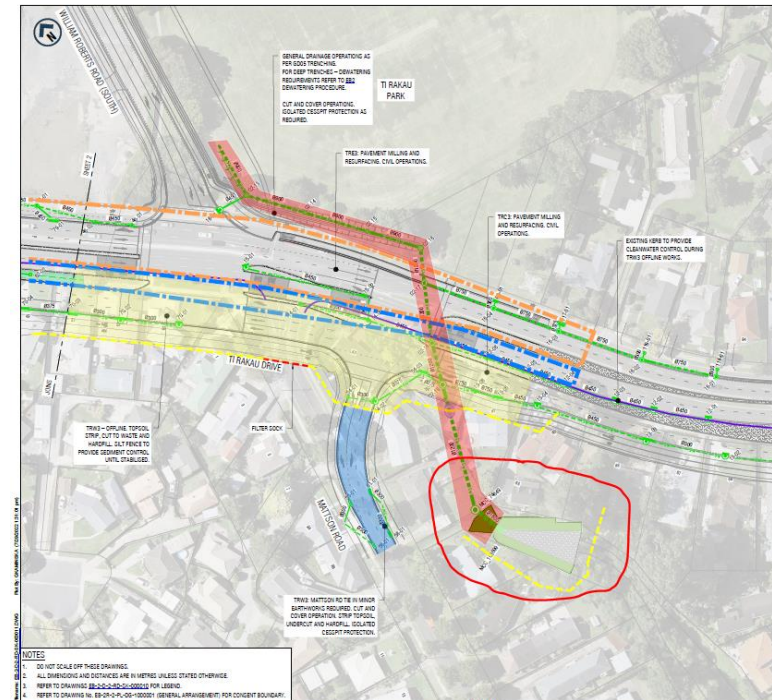
Attachment 1

EB2R – S92 Request	
Documents Reviewed:	
<ul style="list-style-type: none"> • Document titled “Eastern Busway 2 Assessment of Effects on the Environment”, Rev 3, dated 11/08/22 • EB2 Drawings, including EB2 ESC Plans • Document titled “Eastern Busway EB2 and EB3 Residential Terrestrial and Freshwater Ecological Effects Assessment” Rev 1, dated 18/07/22 • Document titled “Eastern Busway EB2 and EB3 Residential Construction Methodology Overview”, Rev A, dated 18/07/22 • Document titled “Eastern Busway – EB2 / EB3 Erosion and Sediment Control Plan” Rev 1, dated 25/07/22 • Document titled “Eastern Busway EB2 and EB3 Residential Erosion and Sediment Control Effects Assessment” Rev 1, dated 18/07/22 	
<u>NES-F Regulations (section 7.3.3 of the AEE):</u>	
1	<p>Section 7.3.3 of the AEE outlines the NES-F Regulations. However, not all regulations appear to have been identified.</p> <p>Earthworks and Diversion / Discharge of water during earthworks:</p> <ul style="list-style-type: none"> • Consent is required for the diversion and discharge of treated sediment-laden water during earthworks / land disturbance within 100m of the natural wetlands. This activity would be included under Reg 45(4), and is additional to the stormwater diversion and discharge. This is not currently included in section 7.3.3 of the AEE, and so should be included as an additional ‘comment’ when specifying the reason for triggering this Regulation. <p>Diversion / Discharge:</p> <ul style="list-style-type: none"> • The applicant is constructing two <u>new</u> outfalls, and therefore would fall under the “construction” of specified infrastructure as opposed to maintenance of. Therefore, consent is also required under Reg 45(4). • With that said, Regulation 47(3) may still be relevant for any works associated with existing infrastructure within 100m of the natural wetlands – the applicant’s team to review and amend the ‘comment’ section for Reg 47(3) discussion. <p>a) In light of above, please review and revise the NES-F triggers / reasons for consent as identified in section 7.3.3. b) Please amend the assessment of effects to ensure it assesses all reasons for consent.</p>
2	<p>Natural Wetlands and CMA:</p> <ul style="list-style-type: none"> • The entire CMA is considered natural wetland. Please see Practice Guidance Note RC 3.3.21(V3) – Managing Natural Wetlands under the National Environmental Standards for Freshwater Regulations 2020 – available at Resource Consenting Practice & Guidance Notes - Auckland Design Manual. In particular, please see Page 3 of 22. • The implications for this will likely be:

	<ul style="list-style-type: none"> • changing the total area of earthworks, vegetation removal, and impervious area relating to stormwater discharges, that will be undertaken within 10m and 100m of the natural wetlands; • updating the reasons for consents, including the 'comments', and • potentially amending the assessment of effects. <p>a) Please amend the application documents to identify and quantify all works proposed within, within 10m, and/or within 100m, of a natural wetland (including drawings).</p> <p>b) Please revise the assessment of effects, as necessary.</p>
<p><u>Works within the bed of a Watercourse: AUP:OP and NES-F Regulations (section 7.3.3 of the AEE; Ecology Assessment; EB2R Drawings):</u></p>	
3	<p>It is currently unclear whether consent under E3 would be required for the works associated with stormwater outfall and 'vegetated riprap' as shown on the ESCP drawing SK-000013. This outfall appears to be located within 'stream 2' as shown on figure 5-11 of the ecological effects assessment (outfall 13/14; MCC_108699). However, neither the ESCP, nor the stormwater plan equivalent, appears to clarify where the stormwater outfall construction is location in relation to the streambed, or provide the dimensions of the structures. Furthermore, it is unclear what the dimensions of the existing structures are, in comparison to the proposed structures. The ecological effects assessment suggests that these works are a permitted activity, however, no further details are provided.</p> <p>Further information is required to determine any additional reasons for consent under E3 (and NES-F where applicable) for the EB2R works:</p> <p>a) Please locate the stream extent on the drawings to clarify whether works and/or structures will be located within the bed of a stream.</p> <p>b) Please provide the dimensions of the proposed structures located within the bed of the stream on the relevant drawings.</p> <p>c) Please confirm the total length of stream works proposed, as applicable.</p> <p>d) Please assess the proposed structures and works against the rules of chapter E3 of the AUP:OP and the regulations of the NES-F. Please either:</p> <ul style="list-style-type: none"> • clarify how the structures / works will meet the permitted activity criteria; and/or • provide an assessment of effects where consent is triggered. <p>In each case, please clarify that the structure has been designed to occupy the minimum length / area of stream bed as possible.</p>



Figure 5-11 Stream 2, Stream 3a and Stream 3b discharging into the Tāmaki Estuary at EB3R extent



3b	The Marine Ecological Assessment document provides Table 1 that summarises the location of outfalls and what works are proposed. For outfall '12' (MCC-108680) it notes " <i>Potential modification/connection to outfall</i> ". Please confirm whether this outfall will be upgraded. If yes, please update the drawings (including the ESCP) and provide details as requested for outfall 13/14 (MCC_108699) above, should works be located within the bed of a stream (including any reach upstream of the CMA).
Proposed Erosion and Sediment Controls	
4	It is understood that trenching, including the 'Deep Trenches' are proposed to be undertaken within the thresholds of the permitted activity criteria (e.g. maximum of 120m). For the avoidance of doubt, please update the cut and cover operations annotations on the ESC drawings relating to 'Deep Trenches' to state this threshold.
5	Regarding the proposed outfall and vegetated riprap construction at MCC_108699 (drawing EB-2-D-2-RD-SK-000013 Rev A): a) A silt Fence is proposed to manage runoff from this area. If crossing a concentrated flow path and/or stream channel, a Silt Fence is likely not to be the best option for management of sediment-laden runoff from the works area. Please review the proposed sediment controls as shown on the ESC plan.

	b) Please identify on the ESC drawings the proposed construction access way to the outfall construction area. Please ensure this is included within the total earthworks areas, as applicable.
6	Question as per email chain with you: Please provide a drawing showing the overall earthworks for each , the EB2R and EB3R areas, that are subject to the E26 infringements and NES-FW Regulations, and include with the extent of the 100m setback from all natural wetlands also shown . Please include the location of the access ways to the works areas (e.g. to outfall construction).
7	It is acknowledged that cut and fill plans have been provided for the central line through the road alignments, and that the retaining wall locations have been provided. However, it is unclear what cut / fill will be required across the site to construct the road alignment and any batters that will be formed at the road edges. Please provide a cut / fill plan view that estimates, and locates, the cut and fill requirements across the entire project alignment.
8	Question as per email chain with you: As a general observation, the reference / labels used for the stormwater outfalls vary across the documents (e.g. AEE, ecological assessment reports, ESCP Report, drawings). For ease of reference, please provide a table that identifies the location of each outfall (e.g. a screenshot of the aerial image and address) and the reference relative to each document.

Attachment 2

EB3R – S92 Request	
Documents Reviewed:	
<ul style="list-style-type: none"> • Document titled “<i>Eastern Busway 2 Assessment of Effects on the Environment</i>”, Rev 3, dated 11/08/22 • EB3 Drawings, including EB3 ESC Plans • Document titled “<i>Eastern Busway EB2 and EB3 Residential Terrestrial and Freshwater Ecological Effects Assessment</i>” Rev 1, dated 18/07/22 • Document titled “<i>Eastern Busway EB2 and EB3 Residential Construction Methodology Overview</i>”, Rev A, dated 18/07/22 • Document titled “<i>Eastern Busway – EB2 / EB3 Erosion and Sediment Control Plan</i>” Rev 1, dated 25/07/22 • Document titled “<i>Eastern Busway EB2 and EB3 Residential Erosion and Sediment Control Effects Assessment</i>” Rev 1, dated 18/07/22 	
<u>Earthworks and NES-F Regulations (section 5.3.3 of the AEE):</u>	
1	<p>Section 5.3.3 of the AEE outlines the NES-F Regulations. However, not all regulations appear to have been identified.</p> <p>Earthworks and Diversion / Discharge of water during earthworks:</p> <ul style="list-style-type: none"> • Consent is required for the diversion and discharge of treated sediment-laden water during earthworks / land disturbance within 100m of the natural wetlands. This activity would be included under Reg 45(4), and is additional to the stormwater diversion and discharge. This is not currently included in section 5.3.3 of the AEE, and so should be included as an additional ‘<i>comment</i>’ when specifying the reason for triggering this Regulation. <p>Diversion / Discharge:</p> <ul style="list-style-type: none"> • <u>New</u> outfalls are proposed, and therefore would fall under the “construction” of specified infrastructure as opposed to maintenance of. Therefore, consent is also required under Reg 45(4). • With that said, Regulation 47(3) may still be relevant for any works associated with existing infrastructure within 100m of the natural wetlands – the applicant’s team to review and amend the ‘<i>comment</i>’ section for Reg 47(3) discussion. <p>a) In light of above, please review and revise the NES-F triggers / reasons for consent as identified in section 7.3.3. b) Please amend the assessment of effects to ensure it assesses all reasons for consent.</p>
2	<p>Earthworks and Natural Wetlands and CMA:</p> <p>Please provide a drawing showing the overall earthworks for the EB3R areas, that are subject to the E26 infringements and NES-FW Regulations, and include the extent of the 100m setback from all natural wetlands. Please include the location of the access ways to the works areas (e.g. to outfall construction).</p>

Works within the bed of a Watercourse: AUP:OP and NES-F Regulations (sections 5.2.3 and 5.3.3 of the AEE; Ecology Assessment; EB3R Drawings):

3

It is currently unclear whether consent under E3 would be required for the works associated with stormwater outfalls and 'vegetated riprap' as shown on the ESCP drawings SK-000011 and SK-000012, SK-000012, which are located adjacent to or within 'streams 3a and 3b' as shown on figure 5-11 of the ecological effects assessment. The AEE and ecological effects assessment suggests that these works are a permitted activity, however, no further details are provided. The drawings do not currently identify where the stormwater outfall construction is location in relation to the stream bed, or provide the dimensions of the structures.

Furthermore, following the site visit, it is unclear whether the proposed extension of infrastructure and stormwater outfalls shown on the ESCP drawings SK-000013 and SK-000014 are associated with a stream reach, or directed to land above the CMA.

Further information is required to determine any additional reasons for consent under E3 (and NES-F where applicable) for the EB3R works:

- a) For the avoidance of doubt, please provide an ecological assessment for all stormwater outfall locations that are not currently included in the existing ecological assessment to clarify whether any additional streams are present.
- b) Please locate the stream extent on the drawings to clarify whether works and/or structures will be located within the bed of a stream.
- c) Please provide the dimensions of the proposed structures located within the bed of the stream on the relevant drawings. (Dimensions of the existing structures would be helpful as a comparison to the proposed structures).
- d) Please confirm the total length of stream works proposed, as applicable.
- e) Please assess the proposed structures and works against the rules of chapter E3 of the AUP:OP and (regulations of the NES-F where applicable). Please either:
 - clarify how the structures / works will meet the permitted activity criteria; and/or
 - provide an assessment of effects where consent is triggered.

In each case, please clarify that the structure has been designed to occupy the minimum length / area of stream bed as possible.

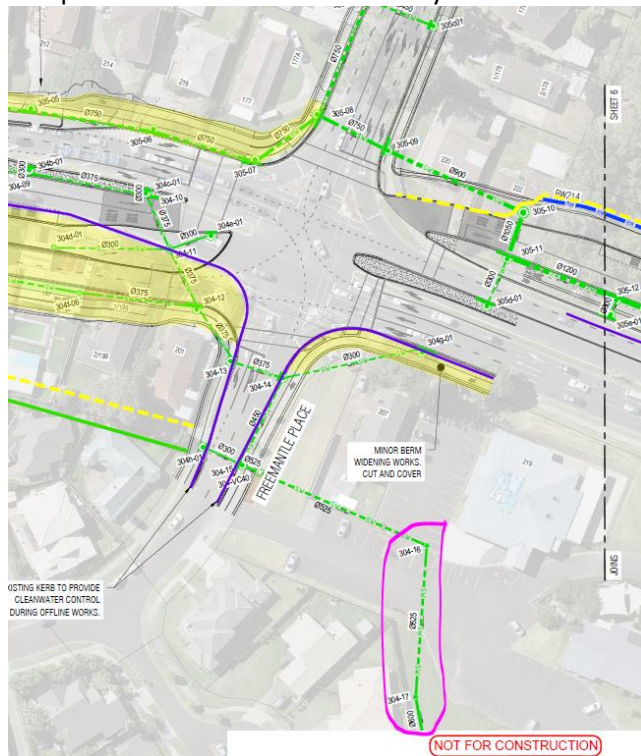


Proposed Erosion and Sediment Controls

4	<p>Regarding construction of the proposed outfalls and vegetated ripraps (including those not associated with a stream); and the new ‘naturalised watercourse / swale’ at Riverhills Park:</p> <ul style="list-style-type: none"> a) A silt Fence is proposed to manage runoff from these areas. If crossing a concentrated flow path and/or stream channel, a Silt Fence is likely not to be the best option for management of sediment-laden runoff from the works area. During the site visit, it was observed that a number of these locations were inundated with water. Please review the proposed sediment controls as shown on the ESC plan. b) Please identify on the ESC drawings the proposed construction access way to the outfall construction areas. Please ensure this is included within the total earthworks areas (or stream works), as applicable.
5	<p>Works are proposed to be undertaken within Riverhills Park. The construction of the ‘naturalised watercourse / swale’ has been identified on the drawings and discussed in the ESCP. However, additional changes in the configuration of the Riverhills Park facilities are also proposed.</p> <ul style="list-style-type: none"> a) Please clarify whether any of these changes will require earthworks, and clarify the total area of works proposed. b) Please identify whether any additional reasons for consent will be triggered as a result of these works (e.g. under the AUP:OP or the NES-F). Where works are proposed to be undertaken as a permitted activity, please demonstrate how works will be managed to achieve permitted activity criteria (e.g. please provide the ESCP for these works).

6 It is acknowledged that cut and fill plans have been provided for the MC10 line through the centre of the alignment, and that the retaining wall locations have been provided. However, it is unclear what cut / fill will be required across the site to construct the road alignment and batters that will be formed at the road edges. Please provide a cut / fill plan view that estimates, and locates, the cut and fill requirements across the entire project alignment.

7 ESCP Drawing SK-000014 identifies a stormwater line directed to the south of the drawing (outlined in pink below). For avoidance of doubt, please clarify whether this stormwater line(s) and/or outfall will be upgraded as part of the proposed development. Please update the drawings and provide details where necessary.



 Eastern Busway	Drawing Title FOR LODGEMENT	Design Package CIVIL AND GEOMETRICS
	Drawing No. 1820 0301 MOUNT SEEN CIRCUIT	Drawing Title TI RAKAU DRIVE EROSION CONTROL PLAN SHEET 5 OF 6
2016 NEW ZEALAND A1 1:500 A3 1:1000	Drawing Number EB-2-D-3-RD-SK-000014	Format A

8	As a general observation, the reference / labels used for the stormwater outfalls vary across the documents (e.g. AEE, ecological assessment reports, ESCP Report, drawings). For ease of reference, please provide a table that identifies the location of each outfall (e.g. a screenshot of the aerial image and address) and the reference relative to each document.
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3 November 2022

Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Attention: Warwick Pascoe - Principal Project Lead, Auckland Council

Dear Warwick

Re. Response to Council further information requests for the EB2 Application Package

I am writing in regard to Auckland Council's (the Council) further information request letter of 9 September 2022 for the Eastern Busway 2 (EB2) application package. A separate s92 response will be provided for the Eastern Busway 3 Residential (EB3R) application package later in November.

AT has reviewed the Council's letter and has identified those matters which it considers need addressing prior to the public notification of the EB2 Notice of Requirement (NoR) and associated resource consents. These matters are limited to:

- Matters raised in regard to the NoR's drawings and land requirement plan
- The option assessment undertaken for the NoR
- The role of Outline Plans of Work (OPWs) for EB2
- Clarification of the lapse period sought for the NoR
- Response to request for examples of Habitat Restoration Plans (HRPs) and Urban Design Landscape Plans (UDLPs)
- Links to the background material for the submitted Social Impact Assessment (SIA)
- Relationship of EB2 to Council reserves
- Industrial trade activities (ITAs)
- Construction and operational noise
- Urban design
- Confirmation of consent triggers associated with wetland/stream works under both the Auckland Unitary Plan (AUP(OP)) and the National Environmental Standards for Freshwater (NES:F), as well as associated ecological assessment
- Earthworks.

It is AT's position that the other matters raised in the Council's letter do not materially affect the ability for potential submitters to understand the scope, location and scale of works proposed under both the NoR and associated resource consents application. Responses to these other matters will be provided in November and include the following topics:

- Arboricultural effects management
- Detailed methodologies for intersection, busway and cycleway design.

Based on above approach, AT provides the following responses in relation to Council's queries.

Planning – EB2 Notice of Requirement (NoR)

1. *Please confirm the proposed use of the land bounded by the Cortina Place extension, Reeves Road, the new bus station and Aylesbury Street. On the landscape plans this appears to be a park/ open space but this does not appear to be described as such in the AEE. Will this land be zoned open space? Will AT take long term responsibility for its maintenance.*

This land will be retained as a grassed verge, which will be maintained by AT. However, this does not exclude its future development under the controls of the underlying Business – Town Centre zone.

2. *Please explain notations on the Land Requirement Plan. There appear to be parts of the proposed designation that will be removed but will still be required as road and others that will not. Please explain the reasoning for this and how it will work long term.*

As detailed in Section 12.1 of the EB2 AEE, it is AT's intention to partially uplift the designation where the designation relates to project-specific construction activities (shown with an orange shading on the land requirement plan) once the project is complete. This process is enabled by section 182 of the Resource Management Act 1991 (RMA).

Please note that in some instances (such as on Aylesbury Street), temporary areas of the designation are shown within the existing road reserves. Within these areas, it is intended to rely on the provisions of Chapter E26 the AUP(OP) in the longer term, given that chapter's provisions as they relate to road network activities. Those provision enable the ongoing operation of the Project.

The blue shading on the Land Requirement Plan shows land that AT proposes to permanently retain within the EB2 designation following the Project's construction. The exact extent of this will be confirmed on completion of construction and at the time AT chooses to initiate any removal of the designation ("roll back") under section 182 of the RMA.

3. *On 18 August 2022 the Council notified a number of changes to the AUP. Please consider whether any of these require some changes to your assessment particularly in respect of*

the objectives and policies assessment. For example the zones referred to in the submitted assessment may have changed and new objectives and policies have been proposed, some of which will have immediate legal effect.

An analysis of the current plan changes (Proposed Plan Changes 78, 79 and 80) has been undertaken and provided as **Attachment 1**. To summarise, the Project is consistent with the outcomes sought by the plan changes, including urban intensification.

The assessment highlights that the greater residential densities proposed as part of Plan Change 78 and Central Government's "Medium Density Residential Standards" (as introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021) will be supported by the Project's delivery of additional transport network capacity. This will be achieved primarily in two ways, these being:

- The opportunity for potential redevelopment of residual land for medium and high-density residential development across the Project's alignment
- Provision of increased active and public transport capacity, which reduces the need to devote urban land to motor vehicle access, parking and maneuvering, thereby allowing that land to be used for other land uses (i.e. residential units/dwellings).

For further detail regarding these benefits, please refer to both **Attachment 1** and the EB2 AEE.

4. *In section 12 of the AEE document a 10-year lapse period is sought for the designation. However in section 10 of the NOR document a 15-year lapse period is sought. Please confirm the lapse period sought.*

The NoR has been updated to correctly reflect a 10-year lapse period and has been provided as **Attachment 2**. This lapse period now matches the period sought in the AEE.

5. *The designation map boundary (Land Requirement Plan.pdf) does not conform to the EB2/EB3 boundary on most of the other plans (i.e. the Reeves Rd/ SEART and Te Rakau Drive intersection). Please confirm this boundary and update the map.*

The EB2/EB3 boundary as shown on the designation map boundary is the correct boundary for the NoR as shown below in the drawing excerpt below. This boundary is located at the intersection of SEART/Ti Rakau Drive and Reeves Road.

6. *Some of the maps provided in various reports provide for a different border between EB2 and EB3 that what is specified in the initial set of maps. This includes the Key Plan section. In order to avoid confusion please provide that all maps show the correct boundary.*

As detailed above, the NoR boundary is correctly shown in the designation map and provided as shape files to Auckland Council.

The key difference, which may be causing confusion, are the works associated with Outfall MCC_108699 (located south of Ti Rakau Drive). This outfall connects to stormwater works in both EB2 and EB3R, but RMA approvals for the outfall have been sought as part of the EB3R application package. These stormwater works are shown by the drawing provided as **Attachment 3**.

7. *Please confirm whether it is intended to lodge OPWs for the various construction yards or rely on the descriptions set out in the AEE document.*

AT can confirm that it seeks a waiver for the requirement to submit any OPWs for EB2. This is based on the detailed information provided in the AEE, including the significant inputs from the construction team who will be implementing the designation (thereby reducing the level of uncertainty that might be more typical when NORs precede construction inputs), the technical reports and draft management plans. There would be no further information that would be revealed via the OPW process that is not already in the NoR and resource consent applications being considered.

8. *Please provide copies of, or web links to, the local and community plans set out on page 47 of the Social Impact Assessment (SIA) document.*

Copies of these documents are provided as **Attachment 4**.

9. *Please explain how the assessment of alternatives for the Reeves Road Flyover (Reeves Road Flyover) and the Bus Station has integrated RMA matters with business case matters, and how priorities were established. Please explain why different criteria were used for the Reeves Road Flyover and the Bus Station assessments.*

The Options Assessment process undertaken by the EBA supported the business case, as well as the consideration of alternatives required under the RMA. Therefore, the identification of long and short list criteria used in the Options Assessment were developed for both RMA and business case purposes. As detailed in the options assessment report (Appendix 20 to the AEE) the long and short list criteria were assessed by a number of technical specialists, including planners and urban designers.

The EBA Business case¹ has been approved by Waka Kotahi NZ Transport Agency. Different criteria were used for the Reeves Road Flyover and the bus station assessments to recognise the different form and function of the infrastructure. In addition, this process was consistent with previous phases of the AMETI project and replicated the process followed in previous options assessments.

10. *Please graphically illustrate the 20 options for the Reeves Road Flyover set out in table 5 of the EB2 Options Report.*

Plans of all 20 Reeves Road Flyover options are provided as **Attachment 5**.

11. *Please explain how the project objectives, as set out in the Eastern Busway EB2 Options Report, relate to the Reeves Road Flyover. The objectives seem to be very much focused on the busway and bus station rather than the flyover.*

The project objectives are as set out in the NOR. As detailed in Form 18 for EB2, the public work and the designation are reasonably necessary for achieving the objectives of the Requiring Authority. This is discussed in detail in sections 3, 5 and 11 of the AEE.

The public work and designation are reasonably necessary for achieving the project objectives which are set out below:

1. Provide a multi modal transport corridor that connects Pakuranga and Botany to the wider network and increases access to a choice of transport options
2. Provide transport infrastructure that integrates with existing land use and supports a quality, compact urban form
3. Provide transport infrastructure that improves linkages, journey time and reliability of the public transport network
4. Contribute to accessibility and place shaping by providing better transport connections between, within and to the town centre
5. Provide transport infrastructure that is safe for everyone
6. Safeguard future transport infrastructure required at (or in vicinity of) Botany Town Centre to support the development of a strategic public transport connection to Auckland Airport.

As detailed at Section 11.6 of the AEE, the Reeves Road Flyover is necessary to alleviate the congestion present around the Pakuranga Town Centre, help support urban intensification through the south-eastern suburbs and address the region's greenhouse gas emissions. EB2 will divert heavy traffic flows onto the Reeves Road Flyover and improve public transport access and public realm improvements at the town centre.

The Reeves Road Flyover results in a shift of traffic off the road network surrounding the Pakuranga Town Centre, thereby providing opportunities to reallocate road space to other

¹ Eastern Busway - Pakuranga to Botany" Detailed Business Case for Design and Construction.

modes like the busway, walking and cycling. The Reeves Road Flyover is a critical aspect of the Project (and consequently an important component of achieving the Project objectives). In particular, it delivers those project objectives relating to providing a multi modal transport corridor, improving linkages, and integrating with existing land uses and accessibility.

The Reeves Road Flyover will divert a significant portion of general traffic from the roads surrounding the Pakuranga Town Centre and provide significant improvements to the capacity at the at-grade intersections thereby relieving congestion. The Reeves Road Flyover will therefore contribute to a more efficient network.

The Reeves Road Flyover, as part of the EB2 proposal will also contribute to the following benefits that will be delivered by the Eastern Busway Project more generally:

- Provides for improved connections and sustainable travel options for pedestrians, cyclists, motorists, bus, and train customers (Objective 1 – the Reeves Road Flyover is part of a multi modal transport corridor that connects Pakuranga and Botany to the wider network)
- Providing for reliable 40-minute bus and train trips between Botany Town Centre and Britomart (saving 20-minutes) (Project Objective 3, the Reeves Road Flyover is infrastructure that will allow the busway to perform at optimal efficiency)
- Providing for an increase in public transport trips from 3,700 to 18,000 per day by 2028
- Providing for an increase in public transport mode share from 7% to 25% by 2028
- Reduced carbon emissions by 9,292 kg per day by 2028
- 24,000 more people with access to a rapid transit bus station within 1 km from home
- 5 km of busway between Pakuranga and Botany fully separated from other traffic
- 5 new bus stations with quality facilities
- 12 km of safe and separated walking and cycling infrastructure
- Reeves Road Flyover to reduce vehicle congestion around Pakuranga Town Centre (Project Objective 2 and Projective Objective 4).
- Encourage and support development of a more sustainable urban form and improve urban amenity
- Accommodates electric buses, a key part of AT's low-emission vehicle fleet by 2040.

Planning – EB2 Resource Consents

12. *Please provide a collated set of plans that identify construction works including, but not limited to:*
 - a. The extent of earthworks proposed as part of construction, including details of cut and fill (referenced in the Earthworks and Streamworks discussion);*
 - b. The extent of earthworks located in or within 100m of a natural wetland (referenced in the Earthworks and Streamworks discussion);*
 - c. The extent of mangrove removal; and*
 - d. The extent of vegetation clearance located in or within 10m of a natural wetland.*

A consolidated drawing showing this information is provided as **Attachment 6**. Please note that the drawing shows the 10 m and 100 m setbacks as blue hatched lines.

13. *Notwithstanding the information sought by specialists in the following requests in this regard, in order to understand the scope and level of detail proposed to be provided within the Habitat Restoration Plan (which compliments the Lizard Management Plan) and an Urban Design and Landscape Plan (UDLP) in particular, please provide examples of such plans that have been recently prepared by AT.*

AT will not be providing examples of these plans. AT considers that the proposed condition set for EB2 provides sufficient detail for Council specialists to understand the objectives, content of and compliance with these management plans. The conditions are sufficient to understand the measures that will be employed to address the Project's landscape and ecological effects. The use of proposed conditions for these purposes is a common approach used when processing and assessing significant infrastructure projects across New Zealand. We understand that Council's specialists should also be familiar with this approach given their experience on other infrastructure projects in the Auckland Region.

In addition, we note that such plans are often bespoke in content, in that they are drafted in a manner which reflects both a project's individual effects and the unique characteristics of the receiving environment. Given this, and the fact that this is the first urban busway in Auckland within an established area it is doubtful whether any examples taken from other transport infrastructure projects would be useful in Council's understanding of EB2's proposed plans.

Given the above, AT considers that the provision of example plans would not be useful or assist Council's processing of both application packages.

Planning – EB2 Resource Consents

14. *As will be discussed in further detail on Urban Design, EB2 in conjunction with the William Roberts Road Extension (currently being processed by way of resource consent LUC60401706) result in works along the entire extent of William Roberts Road as set out in Figure 4-1 below. However, the extent of the works as set out in the General Arrangements Plans are limited to the intersection of William Roberts Road and Reeves Road. Further details are required to understand the function and appearance of the entirety of this part of William Roberts Road upon completion of works.*

As reflected in this question, William Roberts Road is subject to two separate RMA approval processes. The majority of works along William Roberts Road are subject to resource consents (Council Reference: LUC60401706), while the intersection works are part of the current joint NoR/resource consent package subject to this further information request.

As such, the majority of works on William Roberts Road are outside the scope of the EB2 NoR and associated resource consents application. However, for clarity a copy of the landscape plan for LUC60401706 is provided as **Attachment 7**.

Industrial Trade Activity (ITA)

It is noted that several queries were raised in Council's further information request letter in relation to the Project and the consenting requirements associated with ITAs. However, our analysis suggests that none of the activities being undertaken would meet the definition of "industrial or trade premises" under the RMA or Industrial or trade activity under the AUP (OP). Following discussions with Auckland Council officers, it has been confirmed that an ITA is not proposed as part of the current EB2 application package based on the AUP(OP)'s own definition of ITAs². As such, no further comment is provided in regard to this matter.

Open Space

21. *Please provide mitigation landscaping plans for all open spaces affected. This is typically a requirement under schedule 4 of the RMA. This should be suitably detailed and include general species selections, densities and planting grades/size at the time of planting.*

A full set of plans addressing landscape, ecological and arboricultural works have been provided as Appendix 5 of the AEE. These plans show the indicative type, size, location and site coverage of the landscaping proposed by AT.

AT is conscious that further refinement of these plans is required and will occur through the detailed design phase of the Project, in conjunction with Auckland Council Parks team, the Council's arborists and mana whenua. This is provided for by the proposed conditions set (Appendix 3 of the AEE), which requires the preparation and certification of an Urban Design and Landscape Plan (UDLP) prior to the commencement of related construction activity. The UDLP includes the following specific requirements:

- Landscape design details for works at:
 - Paul Place Reserve
 - Bus Stop Reserve
 - Within Ti Rakau Drive
 - SEART.
- A maintenance plan and establishment requirements over a three-year period for landscaping and five years for specimen trees following planting.

Furthermore, the proposed condition set requires that AT organise a final handover and site walkover with Auckland Council representatives to confirm that all landscaping and urban design works have been undertaken as previously certified. This handover will also

² The AUP(OP) defines an ITA as: "has the same meaning as industrial or trade process under section 2 of the Resource Management Act 1991 but does not include a production land activity".

identify where, if required, any planting requires further maintenance or other actions to rectify landscaping in if found to be in poor condition.

The proposed conditions also require the above-described landscaping to be undertaken during the first planting season following EB2 becoming operational. If the weather in that planting season is unsuitable (as determined by Council), then planting must occur at the next practicable opportunity.

The UDLP conditions should also be read in conjunction with the ecological and arboricultural conditions, including the requirements for a habitat restoration plan (in relation to herpetofauna) and a tree protection management plan (TPMP). These conditions, in association with the UDLP, demonstrate a robust mitigation and management approach by AT. The conditions impose strict timing, certification and implementation timeframes, as well as the objectives of the various plans.

AT considers that adequate information in regard to open space landscaping (that complies with the requirements of Schedule 4) has been provided at this time.

22. Please show how you have addressed low speeds and traffic control or pedestrian rights-of-way for roads adjacent to parks, especially where there are sport clubs.

The majority of works within William Roberts Road were addressed within the resource consent application for its extension to both Cortina Place and Ti Rakau Drive (Council Reference: LUC60401706).

EB2 includes the removal of through traffic from Reeves Road and the provision of new pedestrian and cycling links between Pakuranga Plaza and Ti Rakau Park. These linkages have been subject to a Road Safety Audit to ensure that they meet AT's Traffic Design Manual. The EB2 works will improve active transport mode connections to Ti Rakau Park, to ensure that these connections are safe for all users.

The EB2 works include construction activities within or in close proximity to both Paul Place Reserve and Bus Stop Reserve. In both instances, walking and cycling linkages will be retained between the reserves and the local road network unless this is considered impractical for safety reasons.

23. Please explain how safe public access will be retained throughout the construction period to open spaces and esplanade reserves.

As detailed in Section 4.3 of the submitted AEE, EB2 will be subject to Construction Traffic Management Plan (CTMP). The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project. A draft of the CTMP was provided as Appendix 10 of the AEE and includes the following hierarchy of measures in relation to pedestrian/cyclist access (including to open spaces):

1. Carry out construction whilst maintaining access to existing footpath with no impact to pedestrians
2. Realign or redirect the pedestrian/cyclist access onto temporary surfacing on the same side of the road
3. Close the footpath with an alternative footpath provided on the opposite side of the road. Safe crossing points will be provided and signage
4. Temporarily close the facility, with an alternative route signposted and communicated to the public.

Please refer to the draft CTMP for further detail regarding specific pedestrian and cyclist access interventions.

24. *Please explain whether the directly affected sports fields (i.e., Ti Rakau and Riverhills), will be able to be used during construction, and whether there are any proposals to relocate the clubs during construction? And if so, for how long? Please also explain how the construction will affect parking around these clubs.*

It is envisaged that both parks will be operable during construction. EBA have been meeting regularly with both Pakuranga Jaguars (Ti Rakau Park) and Fencibles United (Riverhills Park) and EBA have developed a good working relationship with both clubs

The Project has been discussed at length with the Pakuranga Jaguars Rugby League Club. EBA will continue to engage with this club through the Project's detailed design phase, including in relation to the provision of parking and access to the clubhouse, as well as in relation to relevant management plans (e.g. Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP)) There is no proposal to relocate this club.

Upgrades to the fields within Riverhills Park will take place in the off season to mitigate any disruption to Fencible United AFC. EBA have been meeting regularly with this club to clarify their needs and logistics and there are no proposals to relocate the club. Parking will not be affected, given the works within the Riverhills Park are away from the car park.

The management of the Project's construction traffic effects will be addressed in the CTMP, with a draft CTMP provided with the EB2 application package.

25. *Please explain how the bus stations and shared used paths integrate with the existing open spaces where it may have severed the open space.*

It is not proposed to sever access to public open space. The Project will provide improved walking and cycling connections to Council reserves. The Project will also provide improved public transport connections to these parks, given the provision of new bus stations, dedicated bus lanes and changes to bus service routes.

Please refer to the submitted arrangement plans (Appendix 4 of the AEE) which show these improved active and public transport connections.

Social Impact Assessment

AT and EBA have reviewed the questions posed by Auckland Council's technical reviewer. It is considered that many of these questions relate to a differing of professional opinion regarding the methodology and reporting style employed rather than any matters fundamental to either understanding the potential social effects of the Project or the mitigation proposed. As discussed at the meeting of 18 October 2022, the matters raised by the SIA technical reviewer (questions 26 to 42) are not material to the notification of EB2 and can be addressed at a later date. On this basis, AT are currently preparing a separate document which addresses following matters, which will be provided independently of this s92 response letter:

- Vulnerable groups
- Impact Summary tables
- Extent and duration of works
- Polymer Plant plan
- Conditions Map
- Details of discussions with Te Tuhi.

Construction Noise and Vibration

45. *The construction noise and vibration assessment includes an assessment of effects across several sections but most comprehensively in section 7. The appendices include large tables of receiver addresses and predicted noise and vibration levels for various phases of work. It is difficult to combine these parts of the document to determine the overall magnitude of construction noise and vibration effects that are likely to be generated by the project.*

Please provide a chart or other method of showing the number of receivers that are predicted to be exposed to different levels of effects.

The objective of the request is to provide a clear and understandable description of the overall magnitude of construction noise and vibration effect that the projects will have, by level, effect and number of receivers. For example, Table 12 could have a column added that sets out the approximate number of residential and commercial receivers that are predicted to receive noise levels in each bracket of noise effect. The same could be performed for Table 13 (vibration). This is one suggestion. There may be other methods that could satisfy the request.

Table 1 below sets out the number of receivers expected to experience each range of noise levels set out in Table 12 of the construction noise and vibration assessment during the works. Table 12 of the CNV assessment is also reproduced below for context as Table 2.

It is noted that the objective of the request is to “provide a clear and understandable description of the overall magnitude of construction noise and vibration effect that the projects will have by level, effect and number of receivers.”

While Table 1 is useful for quantifying the number of dwellings where particular noise levels are expected, it may not be reflective of the overall level of noise effects expected at receivers from construction. For example, if any given dwelling is unoccupied during the works (as we expect a number of dwellings to be when construction is taking place during daytime hours, given that those affected will be provided advance warning of works as a requirement of the CNVMP), then these noise effects will be adequately managed at that dwelling. Also, noise effects must be considered in the context of the duration of exposure. As discussed in Section 9.1 of the CNV assessment, much of the works will not remain in one location continuously; these works will progress linearly across the Project’s alignment, so that noise levels will reduce at a given receiver as the works move away.

Table 1 Counts of affected receivers - EB2

Noise Level at external façade, dB LAeq	Count of receivers affected during worst case scenario (concrete saw, 30% on-time, with mitigation)	Count of receivers affected during typical scenario (excavator, with mitigation)
65 - 70	0	11
70 - 75	14	25
75 - 80	26	8
80 - 85	4	2
85 - 90	8	8

Table 2 Potential noise effects from construction on receivers

External Noise Level	Potential Daytime Noise Effects Outdoors	Corresponding Internal Noise Level	Potential Daytime Noise Effects Indoors
65 dB LAeq	Conversation becomes strained, particularly over longer distances	45 dB LAeq	Noise levels would be noticeable but unlikely to interfere with residential or office daily activities.
65 to 70 dB LAeq	People would not want to spend any length of time outside, except when unavoidable through workplace requirements	45 to 50 dB LAeq	Concentration would start to be affected. TV and telephone conversations would begin to be affected.
70 to 75 dB LAeq	Businesses that involve substantial outdoor use would experience considerable disruption.	50 to 55 dB LAeq	Phone conversations would become difficult. Personal conversations would need slightly raised voices. Office work can generally continue, but 55 dB is considered by the experts to be a tipping point for offices. For residential

External Noise Level	Potential Daytime Noise Effects Outdoors	Corresponding Internal Noise Level	Potential Daytime Noise Effects Indoors
			activity, TV and radio sound levels would need to be raised.
75 to 80 dB L_{Aeq}	Some people may choose protection for long periods of exposure. Conversation would be very difficult, even with raised voices.	55 to 60 dB L_{Aeq}	Continuing office work would be extremely difficult and become unproductive. In a residential context, people would actively seek respite.
80 to 90 dB L_{Aeq}	Hearing protection would be required for prolonged exposure (8 hours at 85 dB) to prevent hearing loss.	60 to 70 dB L_{Aeq}	Untenable for both office and residential environments. Unlikely to be tolerated for any extent of time.

46. *The appendices demonstrate that some of the receivers are predicted to experience noise and vibration levels that are high enough to cause significant adverse effects. The precise extent (especially for vibration) and approximate duration of the effects are not known. It is therefore impossible to determine whether there are going to be receivers that suffer significant disruption during the works that might last for a period long enough to cause an overall significant adverse effect. Please provide an assessment that:*
- Shows the receivers that are subject to noise and vibration levels that are above the project standards for short periods, (perhaps a few days to a week);*
 - Shows the receivers that are subject to noise and vibration levels that are above the project standards for longer periods, (perhaps 1-4 weeks);*
 - Shows the receivers that are subject to noise and vibration levels that are above the project standards for short periods, (perhaps longer than 4 weeks).*

The duration of exposure to noise and vibration levels above the construction noise standards in NZS6803 will be dependent on the specific plant items that are being used for that phase of works, and their proximity to the affected receiver.

For most of the works, it is difficult to quantify the number of days a given receiver will be exposed to noise and vibration levels above the relevant criteria at this stage, as most of the works are not fixed in one location and will progress linearly along the Project's alignment. There will likely be exceedances when the works take place immediately outside dwellings, but noise levels will decrease as works move along the road corridor.

Due to the overall duration of the programme, dwellings that front directly towards the works could experience noise levels that exceed the criteria intermittently for a total of 1-4 weeks for the total duration of the Project, and vibration levels that exceed the criteria intermittently for up to a week in total over the duration of the Project. The works will be managed at these locations through the CNVMP and Schedules, which will help to reduce overall effects.

However, the Reeves Road Flyover (RRF) works (including the flyover abutments) can reasonably be expected to take place in generally the same location for a year or longer.

In that time, it is expected that receivers immediately in the vicinity (within 10m) of the RRF will experience noise levels above the Project standards for a cumulative total of four weeks or greater over the total duration of the works and vibration levels above the criteria for a duration greater than one week over the total duration of the works.

These receivers are:

- Te Tuhi
- Pakuranga Library
- The Warehouse
- 11 Reeves Road (Eastside Pups Dog Grooming).

There are a number of other receivers that will be in proximity to the construction of the abutments of the RRF. However, these receivers are sufficiently set back from the works areas so that exceedances of the criteria will likely only take place over “short” durations from the abutment works specifically.

We expect that noise levels at receivers set back by the first row of dwellings from the EB2 construction footprint will experience levels above the relevant criteria for only up to a week. Exceedances of the noise criteria at these receivers may occur if line of sight to the works is achieved, but noise will quickly reduce as the works progress.

47. Please describe the likely degree of effects on the receivers in Categories b and c above so that the overall level of effect can be determined. This assessment might demonstrate (for example) that some businesses or dwellings (near to parts of the project where there is a significant volume of work) are predicted to receive noise or vibration levels above the project standards for long periods, and that the standard noise and vibration measures may not be sufficient.

Effects at receivers will differ based on the specific uses of the buildings and their construction.

Even though The Warehouse will be in close proximity to the RRF works for their duration, we expect adverse noise effects at this receiver to be low due to the expected performance of the façade for reducing noise, the nature of use of the retail space and the position of that site’s loading dock between the RRF and public areas of the site.

We have identified Te Tuhi as being a receiver that may be particularly sensitive in regard to noise effects. This is because the construction of its façade fronting the Reeves Road works area will likely be poor for attenuating noise, and some activities in the building will likely be sensitive to noise. The actual degree of effects during construction will be dependent on the mitigation and management measures implemented at this receiver. It is important that BPO mitigation is implemented for this receiver, since without this the likely degree of effects would be significant. Consultation has already been undertaken with Te

Tuhi, and we have identified a number of measures to mitigate and manage noise. These are noted in our response to Question 48 of Council's s92 letter.

There will likely be adverse noise and vibration effects at the Pakuranga Library during use of worst-case plant items in the daytime, e.g. during piling activities. This will be mitigated and managed through implementation of the BPO through the CNVMP and Schedule. There will be no effects at the Pakuranga Library during the night-time as it will be unoccupied. Consultation has already been undertaken with the library. During consultation they indicated they could re-configure the layout of the library internally to move the most noise-sensitive activities away from the worst-affected façade.

The EBA has had consultation meetings with Eastside Pups Dog Grooming. During consultation, they indicated that they were generally not very concerned with noise and vibration from construction (and were instead more concerned about traffic access). Nevertheless, works will be mitigated and managed through the CNVMP to minimise noise/vibration effects at this receiver, since it is possible that activities within this business may be more sensitive to noise/vibration than initially identified by the business owner. A Schedule will be prepared for this receiver if required. We note that the second floor of their building is currently only used for storage, and they have indicated that there are currently no plans to lease out the second floor for any other uses.

For receivers that directly front the works as they progress in a linear manner, we expect that effects will be higher when works are immediately in their vicinity but will reduce as the works progress. There may be cases where the works take place in a single location for an extended period of time, e.g. longer than one week. The works will be managed at these locations through the CNVMP and Schedules, which will help to reduce overall effects.

48. *If the assessment arising from questions 46 and 47 demonstrate that the effects may be significant, (causing business disruption or long term (> several weeks) of serious residential disruption) please propose mitigation measures that could be employed to adequately mitigate these effects. These may include temporary relocation (for example).*

Schedules will likely be required for Te Tuhi, Pakuranga Medical Centre and the Pakuranga Library since it is likely that the requirement to prepare Schedules set out in the draft conditions will be triggered at these receivers (an exceedance 5 dB over the 0700-2200 noise limit for 1 period of up to 2 consecutive weeks in any rolling 8-week period). Although it is not yet clear if this requirement will be triggered for the Pakuranga Medical Centre, we propose to pre-empt the preparation of a Schedule for this receiver due to the sensitivity of this receiver that has been made apparent to us through consultation. AT note that the owner/occupier(s) of the abovementioned sites have been identified in the EB2 AEE as potentially affected parties who should be directly notified of the EB2 Notice of Requirement/ resource consents application.

When the Schedules are prepared, there will be a higher level of certainty around the worst-case construction works (equipment and durations) and expected effects. During

preparation of the Schedules, the standard noise/vibration measures will be assessed again, and alternative mitigation strategies will be implemented as appropriate.

Where required, activity-specific Schedules will be prepared in accordance with the requirements of the proposed conditions. The receivers covered in the activity-specific Schedules will likely be those that directly front towards the works that will progress linearly along the Project alignments.

There are a number of mitigation measures that can be implemented where effects may be found to be significant. These are:

- Increased frequency of consultation with affected receivers
- Scheduling of construction activities to avoid sensitive times, where practicable
- Unattended and attended noise and vibration monitoring
- Temporary relocation during disruptive works (for residential receivers only).

The measures listed above (among others) will be considered for each receiver when the Schedules are prepared.

The Schedules will be most relevant during worst-case construction activities. During typical construction activities and as the works progress along the Project alignments, the works will be mitigated and managed through the CNVMP, and we consider that the noise and vibration criteria will be complied with at the majority of receivers.

We have also considered and will implement specific mitigation and management options at the worst-affected receivers.

For both the Pakuranga Library and Te Tuhi, we are currently preparing demonstrations to let the affected parties hear what construction noise will sound like. This will help them better understand what the noise will be like that they can expect during construction, which means that we can then work with them further to refine BPO mitigation that is best suited to them.

Through consultation undertaken with Te Tuhi to date, we have identified the following mitigation and management measures that we can implement for this receiver as will be detailed in the schedule once prepared:

- Installing air conditioning units to enable windows to be closed where possible
- Scheduling of significant construction activities to coincide with less busy periods, e.g. outside school holidays
- Inclusion of fixed hoarding around the front facade along Reeves Road – this has been proposed by the construction team in front of Te Tuhi since the last version of the construction noise/vibration assessment was completed. The hoarding was not included in the noise modelling. It is likely that the hoarding will attenuate noise at Te Tuhi by 10 dB or greater when works take place at street level.

Specific mitigation has not yet been proposed for Eastside Pups Dog Grooming, although as noted above they were generally not concerned about noise and vibration from the works. We have identified that permanent hoarding along the Reeves Road side of the business

would be a suitable noise mitigation measure since the existing access from Reeves Road will be replaced by access from Cortina Place. We are currently working through this mitigation option with the construction team.

Vibration at the Pakuranga Library, Te Tuhi and the Pakuranga Medical Centre will be managed through the Schedules. Long-term vibration loggers will be deployed at these locations as required and notice of any high vibration generating works in the vicinity of these receivers will be provided in advance of the works taking place.

49. *Please identify any businesses or activities that might be particularly sensitive to vibration due to the equipment they use, processes or products they provide, or where their particular circumstances are such that the construction vibration will cause business disruption. If there are any businesses in this category, please identify appropriate mitigation measures to adequately mitigate the effects.*

Businesses that have been identified that may be particularly sensitive to vibration are:

- Businesses that form part of the Pakuranga Medical Centre, in particular:
 - Mercy Radiology
 - Optometrist.

These businesses will be consulted prior to construction works beginning in their vicinity in order to determine their level of vibration sensitivity. Vibration monitoring prior to construction works may be undertaken, if necessary, at these receivers to establish baseline vibration levels.

Vibration-specific Schedules will be prepared if it is found that the equipment used at these businesses are sensitive to vibration.

Vibration will be managed at sensitive receivers by:

- Undertaking high vibration generating activities outside of sensitive times, e.g. outside business hours
- Installing long-term vibration loggers capable of sending out text message/email alerts when criteria are close to being exceeded.

As set out in the draft CNVMP, if vibration levels measured are above the relevant criteria, appropriate action will be taken, e.g. works will stop and alternative construction methods investigated if the building damage criteria are exceeded at a given receiver. Construction vibration effects will otherwise be mitigated and managed through the CNVMP and Schedules during construction.

Operational Noise

50. *Section 5.2.8 of the Operational Noise Assessment describes a “self-screening” bridge. Please describe what this means, and how the traffic noise will be screened in the manner described.*

Self-screening in this context means that traffic noise is not transmitted through the structure from above to below. Noise refracting around from the top of the structure to its bottom is still considered in the model.

51. *Section 5.2.9 of the Operational Noise Assessment sets out that the speed limits in several sections of the existing road are expected within the transport model at the time of growth under the do-nothing scenario. The assessment goes on to state that this speed limit reduction has not been included in the do-nothing predictions for the Design Year because, “NZS 6806 states that the Do-Nothing scenario should include no alterations to the roads assessed.”*

The relevant clause of NZS6806:2010 is the definition of ‘Do-Nothing’ in section 2.2. Section A2.2 contains helpful text for a worked example. The definition of do-nothing is (emphasis added) : The predicted road traffic noise level at the assessment position(s) of protected premises and facilities and the design year assuming no alterations are made to the existing road.

The text in A2.2 (for the worked example) states (emphasis added): Using an appropriate noise model ... predict noise levels for the design year taking into account the future traffic flow (AADT), and assuming no alterations are made to the existing road layout. The text in A2.2 makes it clear that an ‘alteration’ is a physical change to the layout. The operational noise assessment suggests that altering the speed limit is an alteration to the existing road, and so has excluded it from the do-nothing scenario. This is inconsistent with NZS6806:2010.

If the future alteration to the speed limit in the do-nothing scenario is not incorporated in the do-nothing scenario, but is in any of the future design scenarios, the assessment of noise effects will automatically show that any design scenario will generate lower noise levels than the do-nothing, because the speed limit drop is incorporated. This is artificial and misleading. If the project does not go ahead (i.e. the do-nothing) the speed limits will drop before the design year and the noise levels will reduce. This is an actual and predicted change that should be incorporated in the do-nothing scenario, just like traffic growth over time is incorporated.

Please adjust all of the do-nothing noise level predictions to take into account the speed limit reductions that will occur with growth. This will lower the noise levels for the do-nothing scenario across large parts of the project and will allow a true and accurate description of the actual change in noise level and effect that will arise for the various options when compared to the do-nothing. Once the do-nothing noise level predictions are adjusted, it is expected that there will be a number of consequential changes required throughout the assessment (such as Figures 7 and 8, much of the accompanying text).

The speed limit drop has been incorporated in the model based upon Phase 3 of the “Safe Speeds Programme”. Please note that the speed limit of 80 km/h along SEART prior to the intersection has been kept in the Do-Nothing scenario.

We note that the speed limit corrections only resulted in 1-2 dB changes across the model at some protected premises and facilities (PPFs), therefore the outcome of the assessment did not change. We have appended a table to this letter showing the updated noise model results (**Attachment 8**).

52. *Section 5.5 states that the noise level assessment for buses has been undertaken on the basis that 100% of the bus fleet will be electric in the Design Year (2048). The design year is approximately 26 years away. Allowing for the construction phase, there may be 20 years of use of the roads before the Design Year arrives. This is a significant period of time. It is expected that there will be a transition in the bus fleet from diesel to electric that will occur over time. However, it is not known when that transition will start or how long it will take.*

Please provide some insight into the probable amount of time it will take for the bus fleet to transition to 100% electric. If that time is more than 1-2 years from the opening of the busway, please provide an assessment of bus noise using 100% diesel fleet and perhaps a 50% diesel / 50% electric fleet. This will enable the effects of buses over the next 26 years to be properly understood. This request includes the busway generally and the specific effects around the bus stops.

The bus fleet travelling from Botany Town Centre to Reeves Road is expected to be approximately 50% diesel / 50% electric up to 2035, after which the fleet is expected to be 100% electric. The bus fleet from Reeves Road to Pakuranga Road is expected to be 100% electric by 2030 (before this it will be 50% diesel / 50% electric).

The results of the assessment of noise from buses travelling along the Busway will be valid regardless of the distribution of electric and diesel buses, as above approximately 50 km/h, it is tyre noise and wind noise that dominates over engine noise (which will be the same for both diesel and electric buses).

Regarding noise from diesel buses at bus stops – the study referenced in the report (Laib *et al*) reported a sound power level for the diesel bus 7 dB higher than that provided for the electric bus, i.e. 90 dBA SWL. This would correspond to a noise level of 50 dB L_{Adq} at the façade of 23 Ti Rakau Drive (the closest PPF to the bus stop at 26 Ti Rakau Drive, approximately 40m away). This is 10 dB below measured ambient noise in the area during the night-time period and is significantly below the measured ambient noise in the area during the daytime period. We therefore consider that noise from diesel buses idling at bus stops will not appreciably change the existing ambient night-time noise environment near the bus stop, and so it is considered that noise effects from diesel buses idling will be negligible.

53. *Section 5.6 of the assessment contains a very brief assessment of the noise effects of the project. Please provide a meaningful and sufficiently detailed assessment of the noise effects that refers to, and explains the effects of the project against, the objectives of the World Health Organisation Environmental Noise Guidelines for the European Region (2018) and the specific recommendations for road traffic noise. This should include any statistical*

analysis to demonstrate how the predicted noise levels compared to the recommendations. The assessment may also refer to other publications or research such as Miedema and Oudshoorn

The World Health Organisation Environmental Noise Guidelines for the European Region (WHO ENG) provides recommendations to protect human health from exposure to environmental noise generated from a range of sources, one of which is traffic noise. The study sets out noise levels of 53 dB L_{den} and 45 dB L_{night} at which onset of adverse health effects begin to arise in populations. Converting between L_{den} and L_{night} to the $L_{Aeq(24h)}$ metric used in the noise assessment³, this threshold level for onset of noise effects is approximately 50 dB $L_{Aeq(24h)}$ for traffic noise at the most exposed façades of buildings.

In line with this, noise contour maps showing the 50 dB $L_{Aeq(24h)}$ noise contours for the chosen mitigation option are provided as **Attachment 9**.

There are 280 PPFs across EB2 within the NZS 6806 assessment area (100m from the altered roads). Of these, 246 PPFs in the Do-Nothing scenario and 258 PPFs in the chosen mitigation option are predicted to have noise levels above 50 dB $L_{Aeq(24h)}$. The higher number of PPFs above 50 dB $L_{Aeq(24h)}$ in the Do-Nothing scenario is due to the removal of houses for construction of the busway, which in turn exposes PPFs set further back from the roads to marginally higher noise levels.

A total of 17 PPFs within the assessment area are predicted to have an increase in external noise level that brings the level at the worst-affected façade to 50 dB $L_{Aeq(24h)}$ or above when comparing the chosen mitigation option and the Do-Nothing scenario. Of these 17, 5 are predicted to have a noise level increase of 3 dB or greater.

Noise levels are predicted to reduce below 50 dB $L_{Aeq(24h)}$ from the Do-Nothing scenario to the chosen mitigation option at 5 PPFs.

Although a number of PPFs are predicted to receive noise levels above 50 dB $L_{Aeq(24h)}$ where health effects may occur, we note there are some limitations to the data that must be considered.

The highest noise level at a given PPF is along the façade facing the road may not have any bedrooms. Night-time noise effects will be overestimated if bedrooms are set further back within the house. The construction of buildings must also be considered; some buildings will have facades that better insulate from noise than others, and where a building has mechanical ventilation, windows may be shut while a supply of fresh air is maintained. These factors could lead to noise levels higher than 50 dB $L_{Aeq(24h)}$ being acceptable at the façades of buildings.

³ $L_{Aeq(24h)} = L_{den} - 3$ dB, $L_{Aeq(24h)} = L_{night} + 6$ dB, as per Brink, M., Schäffer, B., Pieren, R., & Wunderli, J. M. (2017).

Conversion between noise exposure indicators

Leq24h, LDay, LEvening, LNight, Ldn and Lden: principles and practical guidance. International Journal of Hygiene and Environmental Health. <http://doi.org/10.1016/j.ijheh.2017.10.003>. The worse-case noise level of 50 dB $L_{Aeq(24h)}$ from conversion of the L_{den} criterion is referenced.

Health effects from noise are difficult to predict at a single receiver, since the likelihood of onset of health effects from noise will vary from person to person depending on a range of factors, e.g. age, ethnicity, co-morbidities etc.

Nevertheless, a separate scenario has been modelled where 2m high noise barriers are implemented at PPFs where the noise level with the chosen mitigation option is above 50 dB $L_{Aeq(24h)}$, and where the noise barriers will be effective, i.e. do not require gaps for driveways. In this scenario, only 2 additional PPFs had their predicted noise level brought down below 50 dB $L_{Aeq(24h)}$. However, these barriers were not considered BPO mitigation as the noise reductions were in all cases only by 1 dB or less, and these PPFs were already set back behind other PPFs.

Even though the modelling indicates that noise levels are not reduced to below 50 dB $L_{Aeq(24h)}$, this does not mean there is no benefit in reducing noise levels at PPFs. When considering the project at a high level, by reducing noise levels across the project where practicable, via the measures set out in the CNVMP and Schedules, the likelihood of health effects arising is also reduced.

54. *The assessment of the effectiveness of road-side barriers discounts them entirely because they do not screen the upper storeys of multi-storey buildings. This ignores the potentially significant benefit that barriers can have on rooms at the ground floor and also the outdoor living environment.*

Please provide more informative comment on the actual and potential benefits of barriers in a more holistic sense, that includes the potentially significant benefits at lower levels. The evaluation of the utility of barriers should be revised to have proper regard to the potentially significant benefits they can have at the ground floor.

Noise barriers were not investigated further at double-storey PPFs as they did not provide the required noise reductions at the assessment position of the PPFs (as defined in NZS 6806, i.e. the exterior wall most affected by noise from the altered road, 1.2-1.5m above each floor level of interest), and therefore did not change the Category of those PPFs.

While we acknowledge that noise at the outside and ground floor of PPFs will reduce if noise barriers are included at double-storey PPFs, we do not consider them to be BPO mitigation when considered in the implementation framework of NZS 6806.

However, in response to the question, we have now considered noise barriers at two-storey PPFs in NZS 6806 Category B or C that could benefit in noise reductions at the ground floor.

There were 6 PPFs across EB2 that were predicted to be in either Category B or C in the Do Minimum scenario and are double storey. Of these, only 1 PPF (62 Dale Crescent) did not have a driveway facing the road, such that noise barriers would be able to break line-of-sight to the roads at ground floor.

However, we note that a noise barrier at 2 Dale Crescent is already included in the recommended mitigation option and the same noise barrier will also reduce noise levels at the ground floor of 62 Dale Crescent. An image showing the extent of this noise barrier in red is presented below.

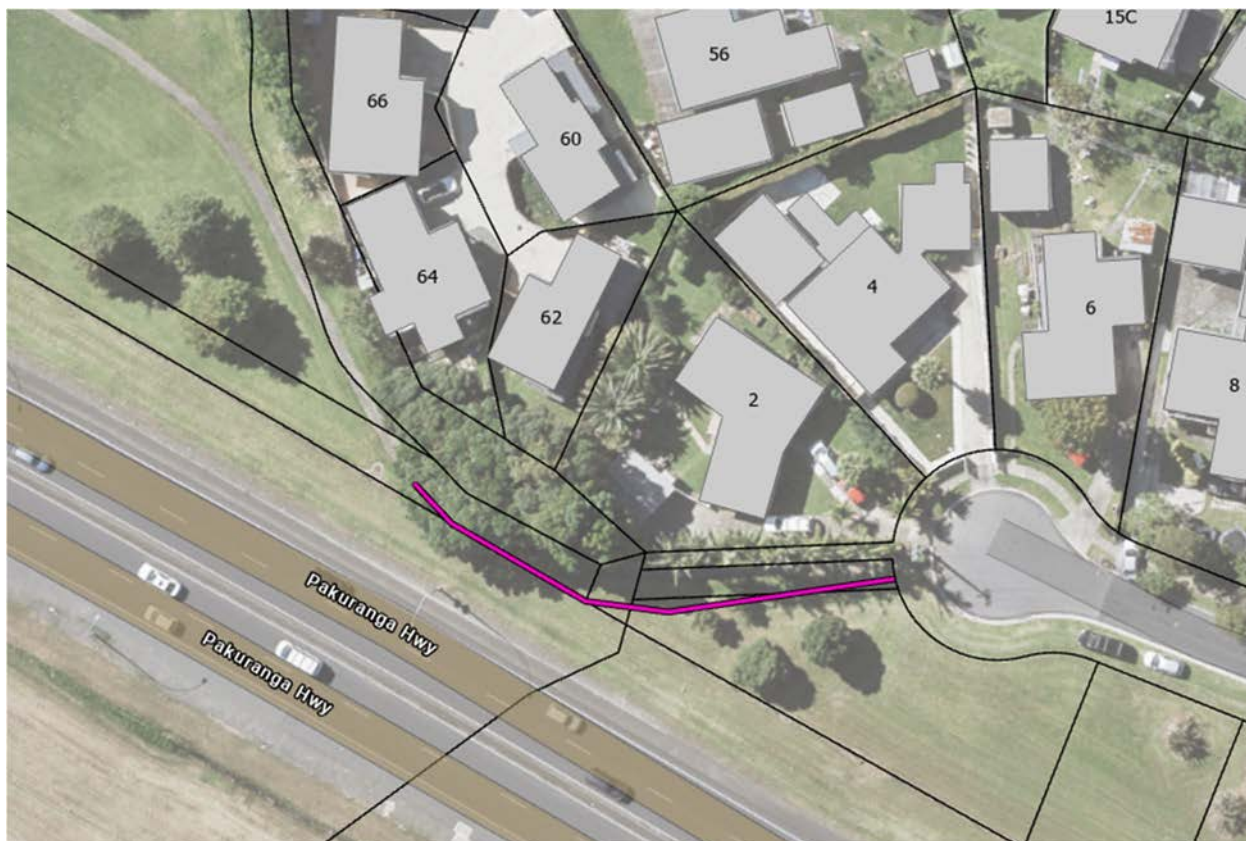


Figure 3 – Location of Noise Wall

55. *The proposal involves the removal of a number of buildings to make way for the project. New traffic lanes will be constructed on many of the properties that will be vacated. This will expose the houses immediately behind to greater levels of road-traffic noise. In some cases, the increase will be significant.*

The noise assessment appears to rely on future development on the residual land to provide a degree of screening to mitigate the effects. However, it is not certain that the residual land will be large enough or reasonably able to accommodate future dwellings that will adequately screen the existing dwellings.

- a. Please demonstrate that it is certain that the residual land will be large enough and reasonably able to accommodate buildings that will adequately reduce the noise to existing dwellings;*
- b. If it is not certain that development on the residual land will deliver the outcomes in (a), demonstrate what the Best Practicable Option will be to mitigate the effects and achieve a reasonable level of noise. This should include an assessment of screening options that includes the following:*

- *An assessment of screening from barriers, acknowledging the significant positive effects they can have on ground floor and yard spaces;*
- *An assessment against NZS6806 and the relevant recommendations of the World Health Organisation’s Environmental Noise Guidelines for the European Region (2018).*

All mitigation options modelled as part of the NZS 6806 assessment assumed that the residual land would remain vacant and would not be developed. Also, effects from changes in noise levels at PPFs were assessed when comparing the Do Nothing and chosen mitigation option without the assumption that residual land would be developed.

AT is not relying on the development of residual land to mitigate noise effects from the project.

Transport

AT has reviewed the transport queries raised by Council and considers that responses to these queries are not required prior to the public notification of EB2. This is due to their lack of impact on the required footprint of EB2 or on the quantum of transport effects generated by the proposed works. Furthermore, the mitigation and management methods proposed by AT (such as a CTMP) will remain largely unaltered by the planned responses to these queries. As such, AT plans to respond to these transport queries by early November in a separate response to Council.

Urban Design

81. *Should an Auckland Urban Design Panel review not be advanced, please advise on:*
- the details of the methodology undertaken through AT’s own internal expert review process to address such issues,*
 - other reasons as to why a review by the Auckland Urban Design Panel isn’t necessary, and/or*
 - further detail on the “Urban design details for works” as set out in the Urban Design and Landscaping Plan proposed as mitigation.*

AT is required to provide an UDLP to Auckland Council for certification prior to the commencement of related construction activities. This is a standard approach employed on major transport projects in Auckland. Please refer to the open space queries earlier in this letter for further detail regarding the UDLP and the measures that will be employed to address the Project’s visual, landscape and urban design effects.

It is also noted that the urban design process for the Project is discussed in depth by the AEE (Sections 4.2.5 and 9.5.2) and in the Natural Character, Landscape and Visual Effects Assessment (Appendix 21 of the AEE). These documents highlight the various urban design and landscape interventions employed by the Project, while the Project’s landscaping elements are also illustrated by the submitted Landscape, Ecological, And Arboricultural Plans (Appendix 5 of the AEE). AT considers that these documents are

adequate to enable Auckland Council to assess the visual, landscape and urban design effects of the Project.

Given the above, AT does not consider that the Project requires review by the Auckland Urban Design Panel. It would be highly unusual for a transport project of this type to appear before the Panel, and it is noted that the Panel is better suited to assessing residential/commercial building developments rather than transport infrastructure. It is AT's view that the current Project does not have any elements that differentiate it from any other infrastructure project to require it to go before the Panel.

82. *Please provide urban design information in the AEE on how the project, its station, streetscape and accessibility will address the future public realm / private land interface, which will be developed to substantially greater scale and intensities under the Intensification Planning Instrument (IPI) plan changes.*

Given the proposed status of Plan Change 78 and the limited scope of the permitted activity provisions with immediate legal effect, AT considers it inappropriate to undertake a detailed assessment of the Project in relation to what are currently hypothetical development scenarios that are not part of the existing environment (as defined by the RMA). Please note that an assessment against the objectives and policies of the plan change has been provided as **Attachment 1**.

Regardless, AT notes that the Project enables further intensification, as enshrined by the Project's own objectives and highlighted throughout the AEE and Options Assessment. Please refer to those documents for further detail.

83. *Please amend the Urban Design and Landscape Plan (UDLP) prescription to include a Crime Prevention Through Environmental Design (CPTED) assessment of the proposed Pakuranga Bus Station and its mitigation measures.*

AT has modified the proposed condition set (**Attachment 10**) to include a requirement for a CPTED assessment as a requirement of the UDLP (Condition 40(g)).

84. *Please confirm that the Applicant considers the proposed Pakuranga Bus Station and in-road planting and street trees to be a permitted activity as 'public amenities' or 'road network activities', able to be established as part of a permitted baseline.*

AT confirms, as stated in Section 9.2 of the AEE, that the abovementioned works are permitted by the AUP(OP) and should be considered part of the permitted baseline for the purposes of any resource consent application. A permitted baseline is not typically a matter for consideration for the NoR.

85. *Please confirm the extent of the Land Requirement and Extent of Works in the northern end of William Roberts Road South, and whether footpaths will be provided in that location.*

The extent of the land requirements for EB2 is shown in the submitted Land Requirement Plan. Approval for other works on William Roberts Road are being sought through a separate resource consent application (Council Reference: LUC60401706) given that they form part of the early works phase for the Eastern Busway Project. Further detail on the relationship between the application packages is provided in Section 1 of the AEE.

86. *Please clarify why works are not proposed on the northern part of William Roberts Road South as part of this application, such as footpaths, when the resource consent associated with this Extension is transforming this 'carpark' into a connected through street and the remainder of William Roberts Road forms part of the EB2 works.*

See above.

87. *Please provide an indicative tree and plant species list within the application documents (noting this though is subject to later co-design) and provide in the Landscape Ecological and Arboricultural Mitigation Plans (LEAMP) an indication of the scale of the trees proposed at maturity in addition to the planting bag sizes.*

This information will be provided as part of the UDLP and is subject to further development with both Council Parks and mana whenua. The UDLP will be subject to certification by Auckland Council, and it is that certification process that is considered the appropriate time to provide the requested information.

Earthworks and Streamworks (EB2 Resource Consents)

93. *Please provide a drawing showing the overall earthworks for each, EB2R and EB3R areas, that are subject to the E26 infringements and National Environmental Standards for Freshwater (NES-F) Regulations and include with the extent of the 100m setback from all natural wetlands. Please include the location of the access ways to the works areas (e.g. to outfall construction).*

The setbacks in relation to the proposed construction works are shown by **Attachment 6**.

94. *It is acknowledged that cut and fill plans have been provided for the central line through the road alignments, and that the retaining wall locations have been provided. However it is unclear what cut/ fill will be required across the site to construct the road alignment and any batters that will be formed at the road edges. Please provide a cut / fill plan view that estimates, and locates, the cut and fill requirements across the entire project's alignment.*

The Concept ESC Drawings and the Consent Plans indicate the extent of works, as well as the cut / fill extent lines.

As described in the Erosion and Sediment Control Effects Assessment (Appendix 30 of the AEE), the works will occur on generally flat grade land that is based on existing site

contours. Tables 3.1 and 3.2 in the Erosion and Sediment Control Effects Assessment provide breakdown of estimated earthwork areas and earthwork volumes. These tables also indicate the general locations of the cut and fill works and should be read in conjunction with lodged drawings and works descriptions.

In general, the works involve the trimming and widening of berms, the excavation and formation of new carriageway including the construction of a new off ramp (referred to as the SEART) and Reeves Road Flyover abutment ramps, the removal of the central medians, minor cutting of batters, placement of fill and associated drainage, structure placement, and installation of stormwater outfalls.

The main earthworks areas are the SEART, and Reeves Road Flyover (and associated abutments) located in EB2. These works are clearly shown on the submitted plans.

The trimming and widening of berms and the removal of the central mediums, and minor drainage and services trenching operations will be a cut and rapid cover operation. In addition, large portions of the works do not require earthworks. These works primarily involve milling and resurfacing of the existing road surfaces, Auckland Council utility reserve (Pakuranga Plaza carpark) and existing stabilised areas. The estimated milling volumes have been included in Tables 3.1 and 3.2 of the Erosion and Sediment Control Effects Assessment.

For the other areas of more traditional cut to fill earthworks (stormwater pipeline installation, works within the formation of the SEART, the widening of Ti Rakau Drive, and the structural fill associated with the Reeves Road Flyover) cut material will be excavated and removed off site. The imported fill material will be primarily aggregate (regarded as a stabilised product).

95. *As a general observation, the reference / labels used for the stormwater outfalls vary across the documents (e.g. AEE, ecological assessment reports, Erosion & Sediment Control Plan (ESCP) Report, drawings). For ease of reference, please provide a table that identifies the location of each outfall (e.g. a screenshot of the aerial image and address) and the reference relative to each document.*

A table identifying each outfall, the work proposed, and related consent triggers is provided as **Attachment 11**. Based on that assessment, no further triggers for resource consent have been identified.

96. *Please amend the application documents to identify and quantify all works proposed within, with 10m, and/or within 100m, of a natural wetland (including drawings).*

A table detailing natural wetland setbacks and quantifying works within setbacks has been provided as **Attachment 11**, with drawings provided as **Attachment 6**. These setbacks only affect the works associated with the two new stormwater outfalls beside SEART, given their proximity to both freshwater and coastal wetlands.

It should be noted that mangroves within the EB2 footprint are considered to be wetlands for the purposes of the National Environmental Standards for Freshwater. This approach is consistent with recent High Court guidance⁴ and is reflected in both the AEE and ecological assessments that have already been provided to Auckland Council.

97. *Please revise the assessment of effects, as necessary.*

No amendments are proposed to the AEE given that the effects associated with earthworks and vegetation clearance in proximity to and within wetlands has already been comprehensively assessed by the submitted application documents. Furthermore, the submitted proposed condition sets and associated management plans address any potential adverse effects associated with these activities.

98. *Further information is required to determine any additional reasons for consent under Chapter E3 (and NES-F where applicable) for the EB2R works:*

- a. Please locate the stream extent on the drawings to clarify whether works and/or structures will be located within the bed of a stream.*
- b. Please provide the dimensions of the proposed structures located within the bed of the stream on the relevant drawings.*
- c. Please confirm the total length of stream works proposed, as applicable.*
- d. Please assess the proposed structures and works against the rules of chapter E3 of the AUP:OP and the regulations of the NES-F. Please either:*
 - clarify how the structures / works will meet the permitted activity criteria; and/or*
 - provide an assessment of effects where consent is triggered.**In each case, please clarify that the structure has been designed to occupy the minimum length / area of stream bed as possible.*

The additional triggers are identified in the response to Query 95. It should be noted that the vegetation clearance and earthworks proposed represent the greatest possible footprint required for EB2's construction. AT and EBA will work to further minimize the Project's footprint within the Coastal Marine Area through detailed design and where practicable.

99. *The Marine Ecological Assessment document includes Table 1 that summarises the location of outfalls and what works are proposed. For outfall '12' (MCC-108680) it notes "Potential modification/connection to outfall". Please confirm whether this outfall will be upgraded. If yes, please update the drawings (including the ESCP) and provide details as requested for outfall 13/14 (MCC_108699) above, should works be located within the bed of a stream (including any reach upstream of the CMA).*

No works are proposed to this outfall.

⁴ [2021] NZHC 3113

100. *It is understood that trenching, including the 'Deep Trenches,' are proposed to be undertaken within the thresholds of the permitted activity criteria (e.g. maximum of 120m). For the avoidance of doubt, please update the cut and cover operations annotations on the ESC drawings relating to 'Deep Trenches' to state this threshold.*

AT has sought a EB2 land use consent to undertake earthworks. While these works will be staged, it is not proposed to stage them in a manner to meet permitted activity standards.

The submitted Erosion and Sediment Control Effects Assessment (Appendix 30 to the AEE) provides a concept of the types of erosion and sediment controls (ESC) that may be employed. These conceptual controls will be confirmed through site specific erosion and sediment control plans (ssESCPs) for each earthwork's stage/operation, with the ssESCPs subject to a certification process by Auckland Council. Given this approach, no annotations are required on the ESC drawings.

101. *In light of the above, please review the proposed sediment controls as shown on the ESC plan.*

No changes are proposed as per the above comments.

102. *Please identify on the ESC drawings the proposed construction access way to the outfall construction areas. Please ensure this is included within the total earthworks areas (or stream works), as applicable.*

Construction access has been added to the drawings provided as **Attachment 6**. In general, access will be in the immediate location of the outfall and generally run parallel to the stormwater line connecting to the outfall structure. The same construction access as the pipeline is installed will then be employed for the installation of the outfall.

Each operation / activity will be certified by an ssESCP which will specify (in accordance with GD05) exactly what works are to occur and how they will be managed. Those works will be within the scope of the works proposed in the application and will continue to be low risk from a sediment management perspective.

Lastly, the total "area of earthworks" identified in the technical report includes the total estimated earthworks area, including potential access tracks. As such, the total area does not require updating.

Based on the above points and the attached documents, AT considers that Council can proceed with the public notification of the EB2 NoR and associated resource consents. This is based both on the significant volume of application material previously provided to Council, as well as the additional material provided with this response letter. A thorough assessment of EB2 is available to the public to understand the location, purpose, scope and scale of the proposed works and the effects on the environment, with the remaining Council queries relating to specific matters which do not materially affect the overall quantum of effects anticipated.



Yours sincerely
Matt Zame
Eastern Busway Alliance Director

Attachment 1 – Assessment Of Current Plan Changes

Request for Information for EB2 NOR Package (Item 3) Plan Changes Assessment to the Auckland Unitary Plan Operative in Part 2016 (AUP(OP))

1. Introduction

The following assessment has been provided in response to Auckland Council's "request for further information" letter of 9 September 2022 regarding the Notice of Requirement and resource consent application for Eastern Busway 2 (EB2). In particular, the letter raised the following query:

*"On 18 August 2022 the Council notified a number of changes to the AUP. Please consider whether any of these require some changes to your assessment particularly in respect of the objectives and policies assessment. For example the zones referred to in the submitted assessment may have changed and new objectives and policies have been proposed, some of which will have immediate legal effect."*¹

This document addresses the plan changes and where relevant, also provides commentary of EB2's consistency with the provisions of these plan changes.

2. Plan Change Background and Context

Central Government introduced the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (RMA-EHS), which supports the Government's wider environmental objectives on intensification, urban development, housing supply and climate change. This legislation also introduced the Medium Density Residential Standards (MDRS), which councils, including Auckland Council, were required to give effect to.

The RMA-EHS requires Auckland Council (identified as a Tier 1 Council) to implement intensification policies in the NPS-UD, in particular to give effect to policies 3 and 5. Similarly, the RMA-EHS requires Auckland Council to incorporate the MDRS into relevant residential zones of the Auckland Unitary Plan (Operative in Part) (AUP(OP)).

Auckland Council initiated the following proposed plan changes to the Auckland Unitary Plan (Operative in Part) (AUP (OP)) which were notified on the 18 August 2022 and the period of submissions closed on the 29 September 2022:

¹ Query 3 of Auckland Council's letter.

- Plan Change 78 (PC78) - Intensification
- Plan Change 79 (PC79) - Amendments to the transport provisions
- Plan Change 80 (PC80) - Regional Policy Statement Well-Functioning Urban Environment, Resilience to the Effects of Climate Change and Qualifying Matters.

The decisions on the submissions of these plan changes have not yet been determined. A high-level summary of the implications of these plan changes to EB2 ('The Project') is outlined in tables 1 - 5, while resource consent triggers have been assessed in tables 6 – 7.

The proposed plan changes alter and/or add a number of objectives and policies that seek greater urban development and intensification, thereby addressing the statutory requirements of the RMA-EHS and MDRS. In addition, the direct application of MDRS density standards will also enable medium density housing.

3. Legal Status of Plan Changes

Section 86B provides clear guidance as to when the rules of a plan change are in legal effect. Those rules associated with the MDRS, including residential density standards have immediate legal effect from the notification date of PC78 (i.e. 18 August 2022). However, given that EB2 is not a residential project, those rules are not valid and not considered further by this assessment.

The policies and objectives of the plan changes are relevant to the assessment of the NOR and resource consent applications² under s104(1)³ and 171(1)⁴. Given this, an assessment of EB2 against these policies and objectives is provided within this document.

4. Changes to AUP(OP) Maps

Both PC78 and PC80 have introduced changes to the AUP(OP)'s planning maps, both in regard to zoning and hazard identification.

² It is noted that the redevelopment of any residual land, including proposals by Eke Panuku, will be subject to their own resource consent applications. The MDRS rules will be relevant at the time those applications are made to Auckland Council and/or other decision makers.

³ This is the statutory test in relation to EB2's resource consent application.

⁴ This is the statutory test in relation to EB2's Notice of Requirement.

PC78 Maps

With regard to zoning changes, Figure 1 (pre-plan change) and Figure 2 (post-plan change) show the zone changes. To summarise, the key changes to the zoning map is the deletion of the “Residential – Mixed Housing Suburban Zone” (MHS) and its replacement with the Residential – Mixed Housing Urban Zone” (MHU) or Residential – Terraced Housing and Apartment Building Zone” (THAB). These changes can be observed at properties on Seven Oak Drive, Mattson Road, Tiraumea Drive and north of Pakuranga Road. The majority of sites to be occupied by EB2 (either temporarily or permanently) do not have a residential zone and remain unaffected by PC78. The exception to this are several sites on Seven Oaks Drive that have been rezoned as THAB. It is also noted that the height variation control for Pakuranga Town centre remains unchanged (48.5m).

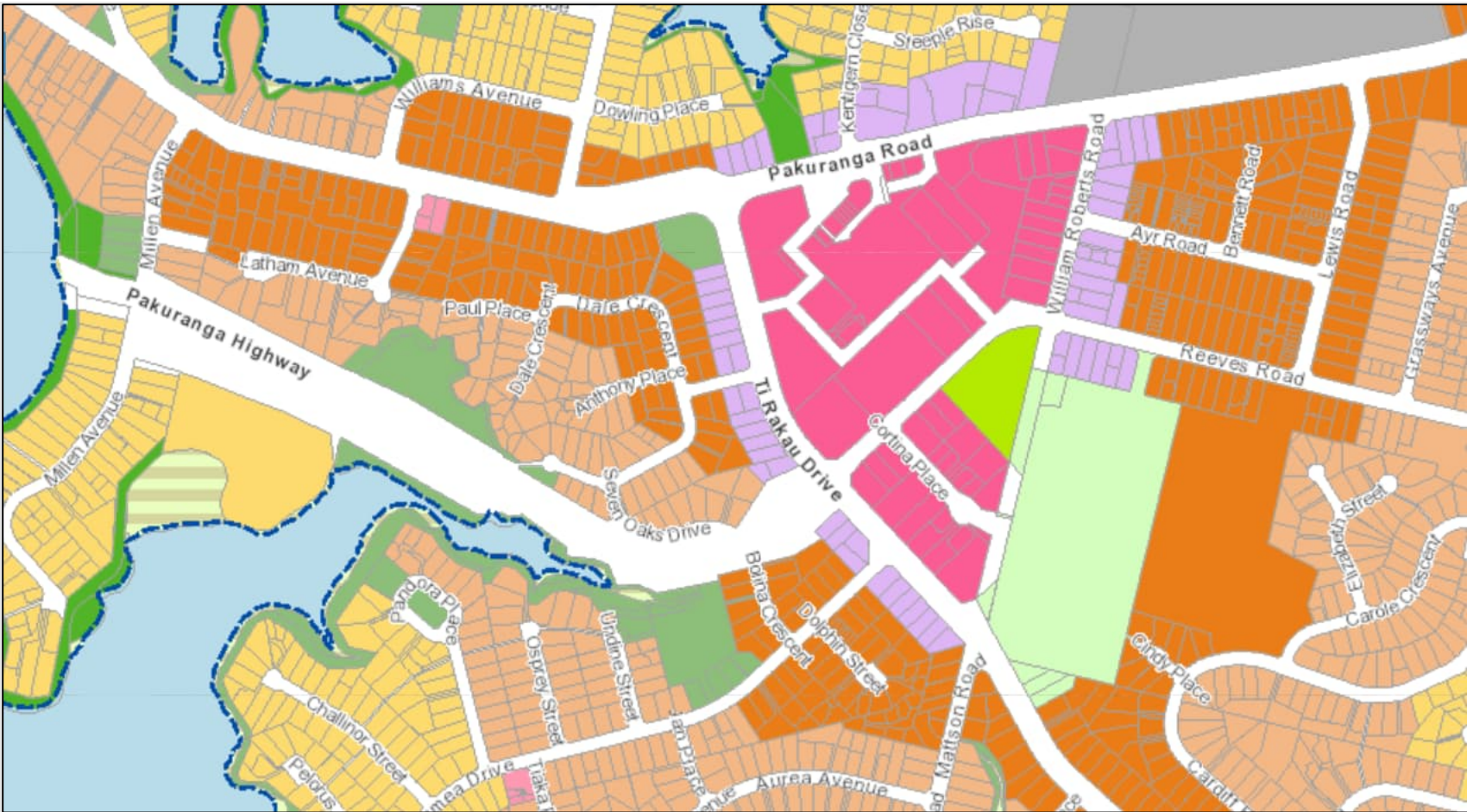


Figure 1: AUP (OP) Zoning planning map⁵

⁵ Auckland Unitary Plan Operative in part Planning Maps (15th November 2016). Update 16th August 2022 planning maps viewer

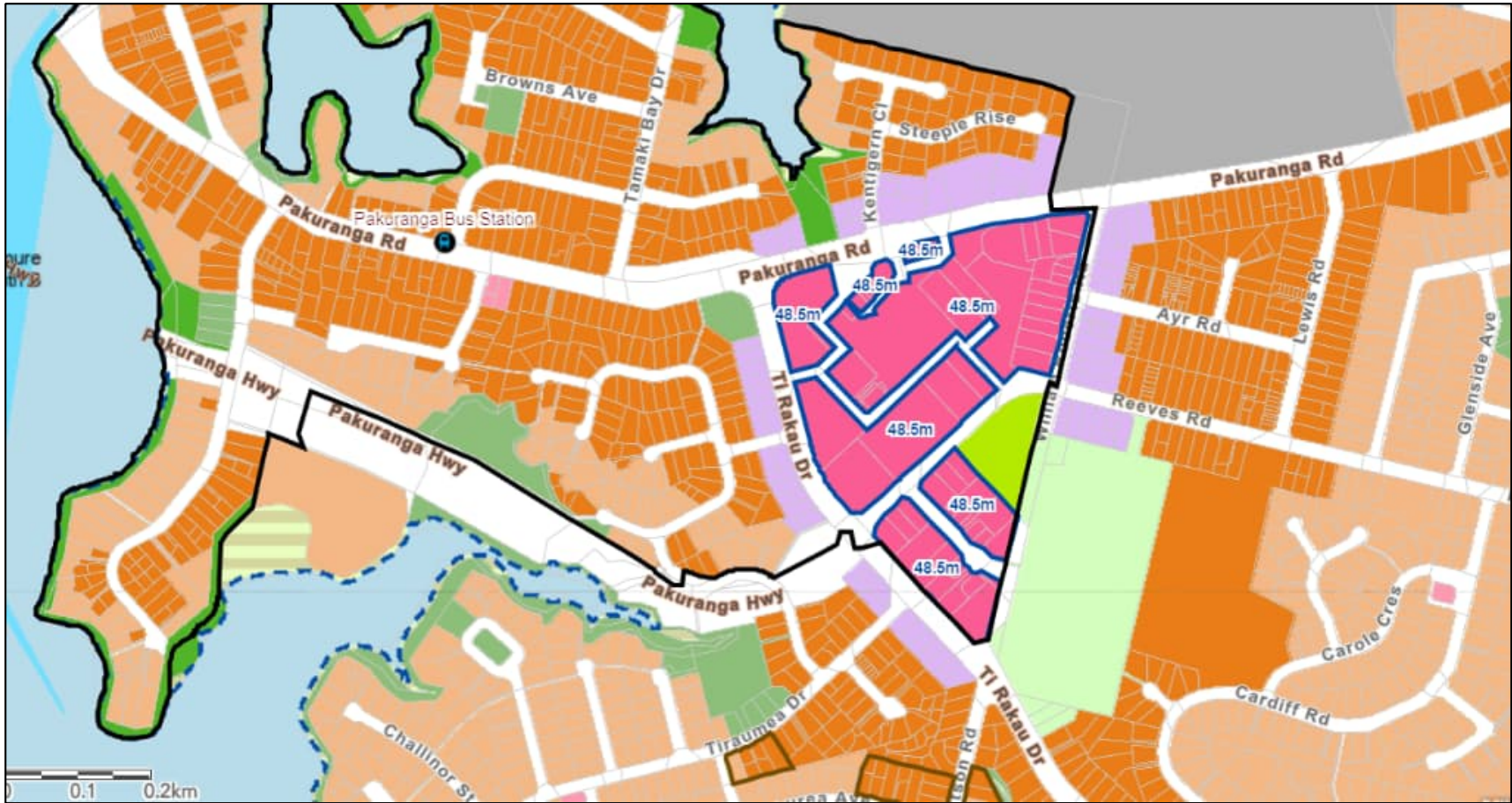


Figure 2: Proposed Zoning under PC78 Map Viewer⁶

⁶ Source: Auckland Council's Plan Change 78 map viewer, notified 18 August 2022

PC80 Maps

Figure 3 below shows the coastal hazards layer associated with PC80. While PC80 does not introduce any new rules, it highlights land within EB2, which could be subject to future coastal hazard risks (i.e. sea level rise).

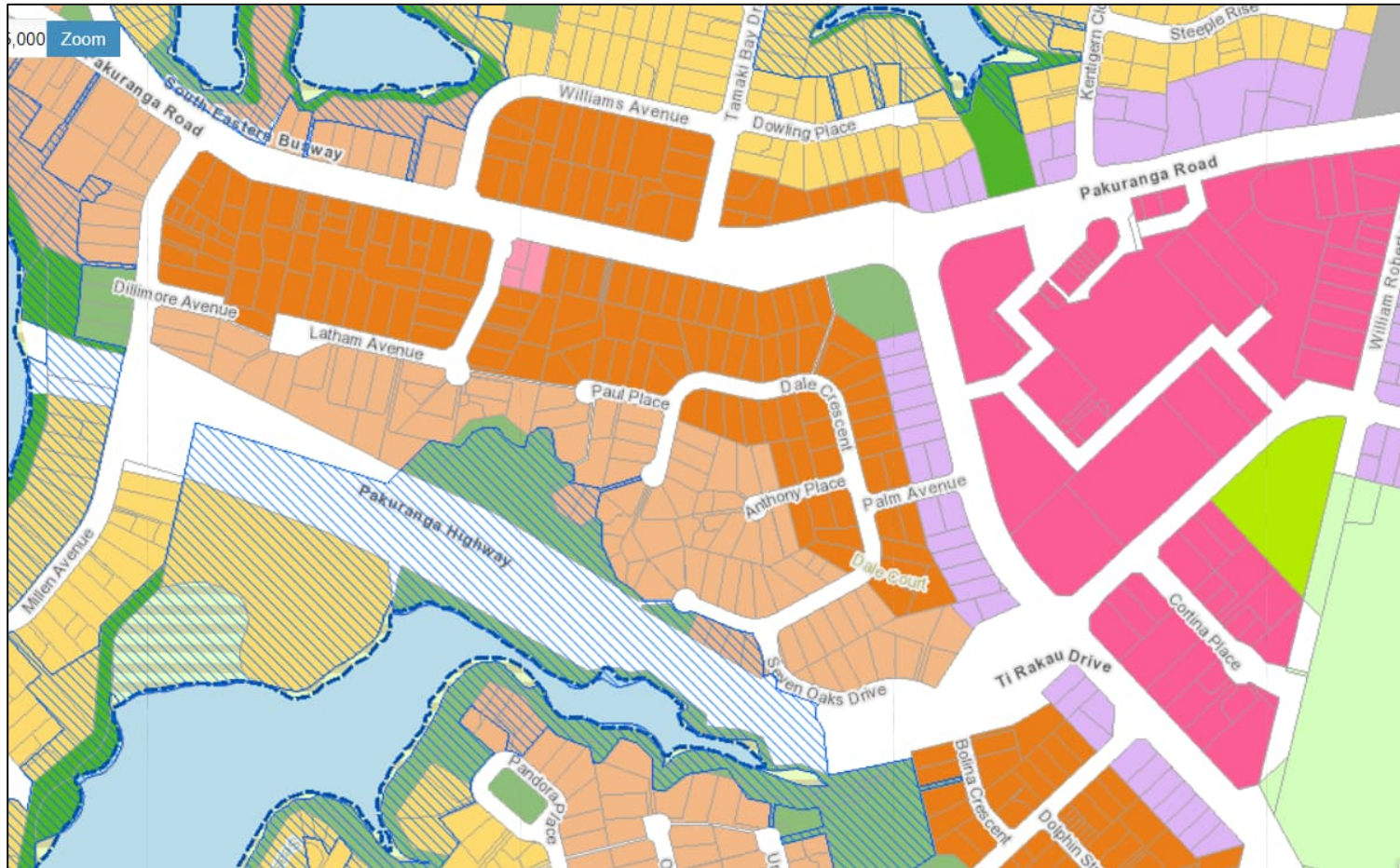


Figure 3: PC80 Future Coastal Hazards Map

5. Changes to AUP(OP) Objectives and Policies - RPS

As highlighted above, PC80 introduces amended objectives and policies to the RPS. Given this, the following tables (Tables 1 and 2) provide an assessment of EB2 against the relevant amended RPS provisions.

Table 1: Relevant Objectives and Policies Associated with PC80

Proposed Plan Change 80 ⁷	
Chapter Reference of the Regional Policy Statement	Comment on the proposed plan change and relevance to EB2
Chapter B2 Urban Growth and Form	Refer to Table 2 below for the proposed changes to the objectives and policies under PC80
Chapter B3 Infrastructure, Transport and Energy	PC80 does not propose any changes to the objectives and policies under Chapter B3. Therefore no further assessment is required.
Chapter B6 Mana Whenua	No changes are proposed to the objectives and policies under Chapter B3. Therefore no further assessment is required.
Chapter B7 Natural Resources	Refer to Table 2 below for the proposed changes to the objectives and policies under PC80
Chapter B8 Coastal Environment	Refer to Table 2 below for the proposed changes to the objectives and policies under PC80

⁷ Only those RPS changes relevant to EB2 are highlighted.

Chapter B10 Environmental Risk	Refer to Table 2 below for the proposed changes to the objectives and policies under PC80
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Table 2: Assessment of Objectives and Policies Associated with PC80

Note: Amendments proposed by the plan change are underlined for new text and ~~strike through~~ where existing text is proposed to be deleted.

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
Objective B2.2.2.1 (1A)	<u>(1A) A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</u>	Y	EB2 is critical to delivering a quality compact urban form and will contribute to delivering a well-functioning urban environment ⁸ through the following; <ul style="list-style-type: none"> • Delivery of additional roading capacity • Improved public transport reliability and capacity • Rationalised traffic movements • Improved active transport infrastructure • Provision of greater transport choice and safer travel for all users

⁸ The NPS-UD refers to well-functioning urban environments as those being those that have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
			<ul style="list-style-type: none"> • Promotion of effective, efficient transport that enables the movement of people, goods and services • Reduced transport related emissions • Improved connectivity and efficient movement of pedestrians and cyclists through cycle lanes, improved footpaths, and new connections around the town centre and surrounding parks. • Protection and enhancement of the limited ecological values present in the area. • A stormwater design that will improve the quality of the stormwater discharges. <p>Any adverse effects from construction and operation of EB2 are adequately avoided, remedied or mitigated.</p>
Objective B2.2.2.1 (1)	<p>(1) A quality compact urban form and <u>well-functioning urban environment</u> that enables all of the following...</p> <p>(g) reduced adverse environmental effects; <u>and</u></p>	Y	<p>See discussion relating to well-functioning urban environments above.</p> <p>EB2 has also been designed to be resilient to the effects of climate change, principally those effects associated with storm events. EB2's stormwater infrastructure has been designed to accommodate the stormwater flows projected by Auckland</p>

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
	<u>(h) improves resilience to the effects of climate change.</u>		Council's Healthy Waters Department. This includes providing adequate stormwater pipe capacities and ensuring that erosion protection is constructed for the related stormwater outfalls. These design measures will ensure the local road network can continue to safely serve the community in the coming decades as climate change effects (likely) increase in severity.
Objective B2.2.1 (5)	(5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is: (a) integrated with the provision of appropriate infrastructure; <u>and</u> (b) <u>resilient to the effects of climate change.</u>	Y	EB2 represents a significant improvement for transport infrastructure within Pakuranga Town Centre and its surrounds. It will provide for dedicated public transport infrastructure and roading changes that allow the transport network to accommodate the anticipated intensification of southeast Auckland. Furthermore, EB2 has been designed to be resilient to the effects of climate change as detailed above.
Policy B2.2.2	(4) Promote urban growth and intensification within the urban area 2016 (as identified in Appendix 1A), enable urban growth and intensification within the Rural Urban Boundary, towns, and rural and coastal towns and villages, <u>in a way that contributes to a well-functioning urban</u>	Y	As identified in the option assessment process for EB2 and the wider Project, the high traffic volumes, poor location of bus stops, a lack of cycling infrastructure and severance issues were identified in the project area.

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
	<u>environment</u> and avoid urbanisation outside these areas		<p>EB2 addresses these issues and improves the overall connectivity and urban realm of Pakuranga Town Centre through:</p> <ul style="list-style-type: none"> • Moving through traffic off surface roads and onto the Reeves Road Flyover • Providing improved pedestrian and cycling linkages between Pakuranga Town Centre and its surrounds • Improving traffic flows and reducing congestion by providing greater transport mode choices • Providing safe bus stop infrastructure, including a new bus station on Ti Rakau Drive. <p>Given these factors, these improvements will provide for a more inclusive and better functioning town centre, which will support the social, economic and cultural outcomes for the local community.</p>
Objective B2.3.1	(1) A quality built environment <u>and well-functioning urban environment</u> where subdivision, use and development do all of the following...	Y	As identified above, EB2 supports the delivery of a well-functioning urban environment at Pakuranga Town, which will be achieved (in part) through the various urban design elements and accessibility

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
	(f) are resilient respond and adapt to the effects of climate change.		improvements, as detailed in the AEE and associated assessments. Furthermore, EB2 has been designed to address the effects of climate change.
Policy B2.3.2	(1) Manage the form and design of subdivision, use and development so that it <u>contributes to a well-functioning urban environment</u> and does all of the following... ...	Y	The existing and anticipated urban form of Pakuranga Town Centre has been considered as part of EB2's design process. This has included limiting the quantum of land outside the existing road corridors that is required to accommodate the proposed works. In particular, the Reeves Road Flyover has been positioned to avoid severing the Pakuranga town centre. In addition, urban design protocols, as detailed in the AEE and associated assessments, have been employed during EB2's development. This has resulted in several design interventions, including measures to activate the public realm in proximity to the Reeves Road Flyover. Other measures include extensive landscaping across EB2's footprint, as well as a requirement for an Urban Design and Landscape Plan as part of the Notice of Requirement's proposed conditions set.

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
Objective B2.4.1	(1) Residential intensification supports a quality compact urban form and <u>contributes to a well-functioning urban environment</u> .	Y	<p>While EB2 does not involve the construction of new residential development, it has been designed to assist in the delivery of such developments within the surrounding area.</p> <p>This has been principally achieved through the provision of increased transport network capacity, incorporation of urban design protocols, connectivity improvements between the town centre and its surrounds sites, as well as avoiding the occupation of large areas of residentially zoned land.</p>
Objective B2.4.1	(2) Residential areas are attractive, healthy, <u>resilient to the effects of climate change</u> and safe with quality development that is in keeping with the planned built character of the area.	Y	Please refer to the comments above regarding EB2's approach to managing climate change effects.
Objective B2.5.1	(2) Commercial growth and activities are primarily focussed within a hierarchy of centres and identified growth corridors that supports a compact urban form <u>and contributes to a well-functioning urban environment</u> .	Y	EB2 has sought to avoid significant impacts on the viability of Pakuranga Town Centre. This has included minimising the Notice of Requirement's land take, such as avoiding the severance of the Pakuranga Plaza site thereby enabling that site to be available for redevelopment in accordance with its AUP(OP) zoning.

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
			In addition, EB2 will improve the connectivity of Pakuranga Town Centre, both to its surrounds and other urban centres (e.g. Panmure). This connectivity is achieved through the busway and improved active transport infrastructure. This improved connectivity supports the social and economic functioning of Pakuranga Town Centre.
Policy B2.5.2	(2) Support the function, role and amenity of centres by encouraging commercial and residential activities within centres, ensuring development that locates within centres contributes to <u>a well-functioning urban environment</u>	Y	As noted above, EB2 will improve the connectivity to and through Pakuranga Town Centre and avoids the loss of significant redevelopment opportunities within the area (i.e. resulting from land take). In particular, the new and upgraded active transport infrastructure will improve the safety of related transport modes within the town centre. Furthermore, the use of the Urban Design and Landscape Plan, as detailed in the previously lodged documents, will ensure that EB2 supports the amenity values of the town centre and provide for integration with adjoining land uses.
Objective B2.7.1	(1) Recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities <u>which contribute to a well-functioning urban environment.</u>	Y	The recreational needs of people and communities will be met by this Project, principally through improved connectivity to local open space connection of open spaces, as well as the and the

Proposed Plan Change 80

Reference	Amendments	Consistent (Y/N)	Comment
			<p>provision of enhanced cycling and walking facilities to and through the area.</p> <p>EB2 will involve temporary construction activities and permanent works within public reserves to provide for the bus way, walking and cycling and a safe highway corridor. The proposed stormwater works including pipes and outfalls within public reserves are required so as to discharge stormwater to the nearest waterbody (being the Tāmaki River). Any disturbance to the reserves' recreational and amenity values from the stormwater works will be primarily temporary as the completed infrastructure will be largely located underground.</p> <p>Although a small area of Paul Place Reserve will be permanently occupied as part of the new SEART offramp, this is necessary to ensure a safe road corridor is provided. Furthermore, Paul Place Reserve has limited community facilities and amenity which results in limited passive recreation and therefore poorly used recreational spaces.</p> <p>Following construction, AT will remove any construction equipment and materials, as well as replant any affected grassed or vegetated areas. This will ensure that longer term amenity values</p>

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
			<p>associated with open spaces (such as Paul Place Reserve, Pandora Place Esplanade Reserve and Tiraumea Reserve) are maintained and enhanced.</p> <p>New landscaping will occur across EB2 focusing on the use of native species which will provide a comprehensive and cohesive approach to open space landscaping. Planting will also occur within reserves to provide visual amenity and high quality open spaces.</p> <p>Further to this, EB2 will improve pedestrian linkages between the Town Centre core and surrounding reserves. The proposed stormwater outfalls are minimal in size and footprint and will not obstruct public access or enjoyment of the CMA.</p>
Policy B2.7.2	(1) Enable the development and use of a wide range of open spaces and recreation facilities to provide a variety of activities, experiences and functions and which <u>contribute to a well-functioning urban environment</u>	Y	As above
Policy B2.7.2	(11) <u>Require best practice resilience to the effects of climate change in open space and associated recreation and biodiversity</u>	Y	Currently, the presence of flood plains and OLFPs are primarily located within Pakuranga Town

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
			Centre which has the ability to endanger private property, public spaces and the road network. EB2 application includes a stormwater effects assessment which shows the Project is designed to the latest Healthy Waters (HW) standards and climate change model. That model includes consideration of the existing hydrological characteristics of the project area, including 1 in 100 ARI floodplains, overland flow paths and climate change projections. The stormwater design involves new infrastructure like outfalls, pipes and raingardens. This infrastructure has been designed to met projected climate change conditions. This ensures that the works are future-proofed and can accommodate projected flows.
Policy B7.3.2	(5) Manage subdivision, use, development, including discharges and activities in the beds of lakes, rivers, streams, and in wetlands, to do all of the following... (a) ... <u>(aa) improve resilience to the effects of climate change..</u>	Y	Two new stormwater outfalls are proposed within a coastal wetland beside SEART. These outfalls have been designed to address climate change effects through both culvert diameter and the provision of erosion protection.
Policy B7.4.2	(9) Manage stormwater by all of the following:	Y	Overall, the proposed stormwater attenuation works for EB2 will benefit the area and reduces the risk and safety to property as flood levels are

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
	(a) requiring subdivision, use and development to... (ii)... (iii) <u>improve resilience to the effects of climate change...</u>		generally decreased across Pakuranga Town Centre. This includes Pakuranga Plaza, sites within Cortina Place and Ti Rakau Drive itself. Lastly, EB2 will improve the functionality of the road network as it will reduce the need for road closures during heavy rain events.
Objective B8.3.1	(7) In areas potentially affected by coastal hazards, <u>including sea level rise over at least 100 years</u> , subdivision, use and development avoid increasing the risk of social, environmental and economic harm.	Y	EB2 includes a stormwater effects assessment which shows the Project is designed to the Healthy Waters (HW) standards and climate change model. This assessment considers the existing hydrological characteristics of the project area including 1 in 100 ARI floodplain and overland flow path and climate change. The stormwater design includes new infrastructure including outfalls, pipes and raingardens to ensure the projected climate change conditions are incorporated and the works are future-proofed and can accommodate projected flows. Further to this, the stormwater works for EB2 will address the existing flooding issues within Pakuranga Town Centre reducing the long-term risks to the local community and road users during storm events. Through the stormwater design, EB2 will provide adequate capacity for projected stormwater

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
			conditions and improvements associated with flooding and climate change.
Policy B8.4.2	<p>(1) Subdivision, use and development in the coastal environment must, where practicable, do all of the following...</p> <p>(d) take into account the likely impact of coastal processes and climate change, <u>including sea level rise over at least 100 years</u>, and be set back sufficiently to not compromise the ability of future generations to have access to and along the coast.</p>	Y	As above
Objective B10.2.1	(4) The effects of climate change on natural hazards, including effects on sea level rise, <u>over at least 100 years</u> and on the frequency and severity of storm events, is recognised and provided for.	Y	As above
Policy B10.2.2	(1) Identify areas potentially affected by natural hazards, giving priority to those at high risk of being affected, particularly in the coastal environment, <u>and including areas susceptible to coastal inundation and</u>	Y	As above

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
	<u>erosion as a result of sea level rise over at least 100 years.</u>		
Policy B10.2.2	(4) Assess natural hazard risks... (b) across a range of probabilities of occurrence appropriate to the hazard, including, at least, a 100-year timeframe for evaluating flooding and coastal hazards, <u>including sea level rise in response to global warming.</u>	Y	As above, EB2 includes a stormwater effects assessment which includes stormwater improvements to address sea level rise and frequency of stormwater events, as well as climate change. EB2 has been designed to consider 1 in 100-year timeframe for evaluating flooding using the latest HW standards and climate change model. Therefore, the stormwater works will assist in addressing the existing flooding areas including sea level rise, reducing long term risks to the local community and road users during storm events.
Policy B10.2.2	(6) Adopt a precautionary approach to natural hazard risk assessment and management in circumstances where: (a) the effects of natural hazards and the extent to which climate change will exacerbate such effects are uncertain but may be significant, including the possibility of low-probability but high potential impact events, <u>and also sea level rise over at least 100 years;</u>	Y	As above

Proposed Plan Change 80			
Reference	Amendments	Consistent (Y/N)	Comment
Policy B10.2.2	(12) Minimise the risks from natural hazards to new infrastructure which functions as a lifeline utility by: (a) assessing the risks from a range of natural hazard events <u>including sea level rise</u> , and low probability but high potential impact events such as tsunamis, earthquake and volcanic eruptions...	Y	As above

6. Changes to AUP(OP) Objectives and Policies – PC78

As highlighted above, PC78 introduces amended objectives and policies to the AUP(OP). Given this, the following tables (Tables 3 and 4) provide an assessment of EB2 against the amended AUP(OP).

Table 3: Summary of objectives and policies relevant to EB2 under PC78

Proposed Plan Change PC78	
Chapter Reference	Comment on the proposed plan change and relevance to EB2
Chapter D26 National Grid Corridor Overlay	No changes are proposed to the objectives and policies under Chapter D26 National Grid Corridor Overlay. Therefore, no further assessment is required.
Chapter E30 Contaminated Land	No changes are proposed to the objectives and policies under Chapter E30 Contaminated Land Overlay. Therefore no further assessment is required.
Chapter E26 Infrastructure	No changes are proposed to the objectives and policies under Chapter E26 Infrastructure. Therefore no further assessment is required.
Chapter E25 Noise and Vibration	No changes are proposed to the objectives and policies under Chapter E25 Noise and Vibration. Therefore no further assessment is required.
Chapter E1 Water Quality and Integrated Management	No changes are proposed to the objectives and policies under Chapter E1 Water Quality and Integrated Management. Therefore no further assessment is required.
E11 Land Disturbance Regional	No changes are proposed to the objectives and policies under Chapter E11 Land Disturbance Regional. Therefore no further assessment is required.
E12 Land Disturbance District	No changes are proposed to the objectives and policies under Chapter E11 Land Disturbance District. Therefore no further assessment is required.
E14 Air Quality	No changes are proposed to the objectives and policies under Chapter E14 Air Quality. Therefore no further assessment is required.
E15 Vegetation Management and Biodiversity	No changes are proposed to the objectives and policies under Chapter E15 Vegetation Management and Biodiversity. Therefore no further assessment is required.

Proposed Plan Change PC78	
Chapter Reference	Comment on the proposed plan change and relevance to EB2
E21 Treaty Settlement Land	No changes are proposed to the objectives and policies under Chapter E21 Treaty Settlement Land. Therefore no further assessment is required.
Chapter E36 Natural Hazards	No changes are proposed to the objectives and policies under E36 Natural Hazards. Therefore no further assessment is required.

Table 4: Summary of objectives and policies relevant to EB2 under Proposed Plan Change 78 Intensification related to Zoning

Chapter Reference	Comment on the proposed plan change and relevance to EB2
Chapter H4 Residential Mixed Housing Suburban Zone	No changes are proposed to Chapter H4.2 Objectives and H4.3 Policies as this is not a relevant residential zone. No further assessment is required.
Chapter H5 Residential Mixed Housing Urban Zone and Chapter H6 Terraced Housing and Apartment Building Zone	<p>The changes proposed to Objectives H5.2 and Policies H5.3, and Objectives H6.2 and Policies H6.3 under PC78 relate to incorporating Medium Density Residential Standards (MDRS). Generally, these amendments relate to the inclusion of high intensification and development of new dwellings, and buildings and contribution to high quality-built environment outcomes. They also include requirements to be resilient to the effects of climate change, the provision of safe street environments for pedestrians and that intensification is avoided in areas with significant transport infrastructure constraints.</p> <p>EB2 supports the delivery of residential development sought by the above objectives and policies. This is due to the provision of improved transport connections, increased transport network capacity and a design which will be integrated with local amenity values.</p> <p>EB2 has been designed to integrate with the planned intensification of Pakuranga Town Centre, including the periphery of the town centre where residential zones are located.</p>

Chapter Reference	Comment on the proposed plan change and relevance to EB2
	This is a principally achieved by avoiding the majority of EB2 occupying residential zoned land, undertaking landscaping and requiring an Urban Design and Landscape Plan as part of the proposed condition set.
Chapter H10 Business Town Centre Zone	<p>The changes proposed to Objectives H10.2 and Policies H10.3, and Objectives H13.2 and Policies H13.3 under PC78 relates to the inclusion of new provisions relating to a well-functioning urban environment and building height enabling at least six storeys within walkable catchments. It is noted that the height control for Pakuranga Town Centre remains unchanged.</p> <p>EB2 has been designed to minimise its adverse effects on Pakuranga Town Centre. This includes avoiding the placement of the Reeves Road Flyover within the core of the town centre (i.e. the Pakuranga Plaza site) and a requirement for the Urban Design and Landscape Plan to detail how EB2 is to integrate with the town centre upon completion.</p> <p>Furthermore, EB2 makes a positive contribution to the viability and amenity values of Pakuranga Town Centre. This is principally through the removal of ground-level road traffic, improved active transport connectivity and increased transport network capacity.</p>
Chapter F2 Coastal-Drainage, reclamation and declamation	No changes are proposed to the objectives and policies under F2 Drainage, reclamation and declamation. Therefore no further assessment is required.
Chapter H7 Open Space Zones	No changes are proposed to the objectives and policies under H7 Open Space Zones. Therefore no further assessment is required.

7. Changes to AUP(OP) Objectives and Policies – PCC79

As highlighted above, PC79 introduces amended objectives and policies to the AUP(OP). Given this, the following tables (Table 5) provide an assessment of EB2 against the amended AUP(OP).

Table 5: Summary of objectives and policies relevant to EB2 under Proposed Plan Change 79 Transport

Proposed Plan Change 79 Transport Plan Change	
Chapter Reference	Comment on the proposed plan change and relevance to the project
Chapter E27 Transport	<p>The proposed changes to the objectives and policies under PC79 relate to the inclusion of accessible parking, electric vehicle supply equipment, secure and covered bicycle parking for residential development and pedestrian access between residential dwellings and public road.</p> <p>These matters are largely non-applicable to EB2, with the exception of providing safe access to residential dwellings. It is noted that EB2's design has been subject to a safety audit and is consistent with AT's roading/access standards. As such, EB2 is consistent with the changes in PC79.</p>
Chapter E24 Lighting	<p>PC79 proposes a new policy E24.3 <u>(1A) Provide for appropriate levels of artificial lighting for pedestrian safety, and to enable access and wayfinding</u></p> <p>Comment: The project includes lighting through the ULDP which will ensure pedestrian safety and to enable access and wayfinding. It will therefore give effect to this proposed policy.</p>

8. Review of Consent Triggers

The plan changes have been reviewed for any additional triggers for resource consent as detailed in Tables 6 and 7 below.

Table 6: Summary of Resource Consents Applied for EB2 and their relationship to Proposed Plan Changes

Resource consent applied for under AUP (OP) ⁹			
Rule	Description	Activity Status	Comment on the plan changes and relevance to the project
E26.3.3.1 (A77)	Vegetation alteration or removal that does not comply with Standards E26.3.5.1 to E26.3.5.4 <i>Comment: Approximately 1120m² of vegetation clearance is proposed around the riparian margins of two terrestrial wetlands (i.e. within 20 m) and the coastal areas of the Tāmaki River (i.e. within 25 m of MHWS).</i>	RDA	No change
E26.5.3.2 (A102)	Greater than 10,000m ² up to 50,000m ² where land has a slope less than 10 degrees outside the Sediment Control Protection Area ²⁶ other than for maintenance, repair, renewal, minor infrastructure upgrading. <i>Comment: The construction of EB2 will require 35,000m² across Pakuranga Town Centre</i>	Controlled	No Change
F2.19.4 (A50)	Mangrove removal, not otherwise provided for	Discretionary	No Change

⁹ Table 7-1 AUP (OP) consents required in the Eastern Busway 2 Assessment of Effects on the Environment prepared by Auckland Transport, dated 1.8.2022

Resource consent applied for under AUP (OP) ⁹			
Rule	Description	Activity Status	Comment on the plan changes and relevance to the project
	<i>Comment: The proposed works involve approximately 4262m² of mangrove clearance within the CMA. This clearance is required for the construction of two new stormwater outfalls and their associated permanent footprint.</i>		
F2.19.10 (A133)	Infrastructure coastal marine area structures not otherwise provided for <i>Comment: The proposed works include two new stormwater outfalls within the General Coastal Zone requiring a permanent occupation of the CMA of 1,375m².</i>	Discretionary	No Change
E30.4.1 (A6)	Discharges of contaminants into air, or into water, or onto or into land not meeting permitted activity Standards E30.6.1.1; E30.6.1.2; E30.6.1.3; E30.6.1.4; or E30.6.1.5. <i>Comment: Land disturbance will occur adjacent to contaminated sites (3 Reeves Road and 141 Pakuranga Road) and a detailed site investigation has not been undertaken. As such, a precautionary approach has been applied and resource consent is sought under this rule.</i>	RDA	No Change

Table 7: Summary of permitted activities for EB2 and their relationship to Proposed Plan Changes

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
E26.2.3.2 (A67)	Construction, operation, use, maintenance and repair of road networks activities <i>Comment: All road network activities that form part of the proposal are permitted.</i>	No Change
E26.2.3.2 (A68)	Transportation of people, goods and services <i>Comment: All road network activities which enable transportation of people, goods and services on existing and unformed roads are permitted.</i>	No Change
E26.2.3.2 (A70)	Public Amenities <i>Comment: All road network activities which establish public amenities for the convenience and amenity of the public such as landscaping, planting, directional signage, shelters are permitted.</i>	No Change
E26.4.3. (A82)	Pest Plant Removal <i>Comment: As detailed in the Arboricultural Effects Assessment removal of pest plant trees less than 4m in height and less than 400mm in girth are permitted.</i>	No Change
E26.4.3 (A83)	Tree trimming or alteration <i>Comment: As detailed in the Arboricultural Effects Assessment, trimming and alteration of protected trees that comply with standard E26.4.5.1 are permitted.</i>	No Change
E26.4.3.1 (A87)	Works within the protected root zone that comply with Standard E26.4.5.2	No Change

¹⁰ Table 7-2 AUP (OP) Permitted Activities in the Eastern Busway 2 Assessment of Effects on the Environment dated 1.8.2022

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
	<i>Comment: As detailed in the Arboricultural Effects Assessment, works within the protected root zone that comply with Standard E26.4.5.2 are permitted.</i>	
E26.4.3.1 (A91)	Tree alteration or removal of any tree less than 4m in height and/or less than 400mm in girth <i>Comment: As detailed in the Arboricultural Effects Assessment, tree alteration or removal of any trees less than 4 in height and or less than 400mm in girth are permitted.</i>	No Change
E26.5.3.1 (A94) and E26.5.3.2 (A100)	Earthworks for maintenance, repair, renewal, minor infrastructure upgrading and service connections <i>Comment: The earthwork trenching for underground utility service connections along EB2 are considered to be permitted in all zones the works sits within.</i>	No Change
E26.5.3.1 (A95)	Earthworks up to 2500m ² other than for maintenance, repair, renewal, minor infrastructure upgrading <i>Comment: The earthwork for trenching for minor infrastructure upgrading will be less than 2,500m² (1,200m²) and are considered to be permitted.</i>	No Change
E26.5.3.1 (A96)	Earthworks up to 2500m ³ other than for maintenance, repair, renewal, minor infrastructure upgrading <i>Comment: The earthwork for trenching for minor infrastructure upgrading will be less than 2,500m³ (5,87m³ cut and 800m³ fill) and are considered to be permitted.</i>	No Change

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
E36.4.1 (A53)	<p>Construction, operation, maintenance, renewal and repair of road network activities within the legal road or road formation width in the coastal erosion hazard area; coastal storm inundation 1 per cent annual exceedance probability (AEP) area; coastal storm inundation 1 per cent AEP plus 1m sea level rise area; overland flow paths; land which may be subject to land instability.</p> <p><i>Comment: Construction and operation of road network activities within legal road within overland flow paths and on land which may be subject to land instability are considered permitted.</i></p>	No Change
E7.6.1.6 and E7.6.1.10	<p>Dewatering or groundwater level control associated with a stormwater diversion and diversion of groundwater caused by excavation.</p> <p><i>Comment: the stormwater excavations are a road network linear trenching activity, where no one part of the trench will be open for more than 10 days, this is considered permitted activity. The piling works will involve piles with an external diameter of greater than 1.5m, which will be drilled into rock head. However, these do not exceed 1 hectare in total area and do not impede the flow of groundwater over a length of more than 20 m. Therefore, these are also considered a permitted activity.</i></p>	No Change

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
E8.4.1 (A1)	<p>Diversion of stormwater runoff from lawfully established impervious areas directed into an authorised stormwater network or a combined sewer network that complies with Standard E8.6.2.1</p> <p><i>Comment: Diversion of stormwater runoff from established impervious road areas will be directed into the authorised stormwater network within the Pakuranga catchment as a permitted activity.</i></p>	No Change
E25.4.1 (A1)	<p>Activities that comply with all the relevant permitted activity standards</p> <p><i>Comment: A noise and vibration assessment has been prepared which shows that the operational noise and vibration of the busway can be undertaken in accordance with the relevant standards and is considered to be permitted. Additionally, the proposed bentonite plant will be supported by the Project's CNVMP to meet compliance with the relevant noise standards and is authorised by the NoR therefore considered a permitted activity.</i></p>	No Change
E24.4.4 (A1)	<p>Activities that comply with all the relevant permitted activity standards</p> <p><i>Comment: The lighting associated with the busway will be in accordance with the permitted standards.</i></p>	No Change
E14.4.1 (A1)	<p>Activities meeting the permitted activity standards and not provided for by any other rule</p>	No Change

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
	<p><i>Comment: The proposed bentonite plant will have covered containers, and the mixing, pumping, receipt, storage and handling of bentonite or polymer is contained and does not lead to any air discharge. Therefore, the establishment and use of the plant is considered a permitted activity.</i></p>	
E33.4.3.2 (A17)	<p>Discharge of contaminants from an existing or new industry or trade activity area listed as moderate risk in Table E33.4.3</p> <p><i>Comment: The proposed bentonite plant and petrol storage covers an area of less than 5,000m² and will be in use less than 12 months, supported by subsequent construction management plans and procedures over the duration of its use. The activity is therefore considered a permitted activity.</i></p>	No Change
E40.4.1 (A20)	<p>Temporary activities associated with building or construction, (including structures and buildings that are accessory activities), for the duration of the project, or up to 24 months, whichever is the lesser</p> <p><i>Comment: The proposed bentonite plant is associated with construction and will be in use for a 9-month period. The Site Office at 5 Reeves Road will be in place for the duration of the project and is provided for by the NoR. Therefore, the temporary activity is considered a permitted activity.</i></p>	No Change

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
H10.4.1 (A1)	Activities not provided for <i>Comment: Establishing the proposed bentonite plant during construction is not provided for, however will be supported by subsequent construction management plans and is authorised by the NoR, therefore considered a permitted activity.</i>	No Change
D26.4.1 (A3)	Within the National Grid Yard (Compromised and Uncompromised) - Network Utilities (excluding buildings and structures for irrigation) and electricity generation that connect to the national grid <i>Comment: The network utilities and electricity generation which connects to the national grid is considered to be permitted.</i>	No Change
D26.4.1 (A13A)	Within the National Grid Yard (Uncompromised) any structures that do not meet the definition of Building in Chapter J <i>Comment: The RRF (as a bridge) is specifically excluded from the definition of "building"</i>	No Change
D26.4.1 (A19)	Land disturbance that complies with Standards D26.6.1.1(1)(a), D26.6.1.1(1)(b), D26.6.1.1(1)(c) and D26.6.1.1(1)(d) <i>Comment: Land disturbance undertaken as part of sealing or resealing of a road, footpath or driveway does not require to apply Standards D26.6.1.1(1)(a) – (d) and therefore is considered permitted.</i>	No Change

Permitted Activities for EB2 under AUP (OP) ¹⁰		Comment on the plan changes
Rule	Description	
D26.4.2 (A27)	<p>Within the National Grid Substation Corridor – Network Utilities and Electricity Generation that connects to the National Grid</p> <p><i>Comment: The network utilities and electricity generation which connects to the national grid is considered to be permitted.</i></p>	No Change
D26.4.2 (A28)	<p>Roading activities, and network utilities or electricity generation that connects to the National Grid that are above ground or comply with Standard D26.6.1.2(1), and electricity transmission infrastructure in a road carriageway</p> <p><i>Comment: All network utilities can comply with Standard D26.4.2 and are considered to be permitted.</i></p>	No Change

9. Conclusion

Overall, the proposed changes under PC78, PC79 and PC80 are more enabling. EB2 gives effect to the objectives and policies of these proposed plan changes given that EB2:

- Delivers additional roading capacity, improved public transport reliability and capacity that connects Pakuranga and Botany to the wider network
- Improves active transport infrastructure and facilities which will provide increased modal choice and reduced congestion
- Provides greater transport choice, transport links and safer travel for all users including the improved connectivity and efficient movement of pedestrians, cyclists and vehicles

- Provides improved road safety along the existing corridor through simplifying intersections and provision of extra crossings, new cycle lanes and footpaths, and new connections between the town centre and surrounding reserves
- Provides transport infrastructure that improves connections and linkages with existing land uses that supports a quality and compact urban form
- Provides stormwater attenuation including new pipework and outfalls which recognises the existing flooding issues, as well as meets Healthy Waters standards and modelling climate change conditions
- Contributes to the amenity values and efficient functioning of the Pakuranga Town Centre
- Improves the ability of both pedestrians and cyclists to move more easily through the area
- Helps reduce transport related greenhouse gas emissions.

Notably, no additional consent triggers have been identified.

Attachment 2 – Updated Notice of Requirement

NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE RESOURCE MANAGEMENT ACT 1991

TO: Auckland Council

FROM: Auckland Transport

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NoR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation, and maintenance of Eastern Busway 2 on land between the intersection of Ti Rakau Drive/ SEART and Pakuranga Road/William Reeves Road, Pakuranga).

1 SUMMARY

Auckland Transport has sought resource consent and prepared a Notice of Requirement for the Eastern Busway Stage 2 (EB2). EB2 is located at Pakuranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place, Palm Avenue, Aylesbury Street, Pennell Place, and the South-Eastern Highway (SEART). EB2 forms part of the wider Eastern Busway Project (the Project), a multi-stage transport project being undertaken between Panmure and Botany to improve the transport networks across south-east Tāmaki Makaurau Auckland. EB2 will help address network congestion, provide improved transport choices, address network safety issues, and support the urban intensification of Tāmaki Makaurau Auckland.

These works will involve an extension of the existing Panmure to Pakuranga busway, with the construction of a new Pakuranga Bus Station. EB2 also involves the construction of the Reeves Road Flyover (RRF), as well as modifications to the on and off ramps of SEART. Lastly, local walking, cycling and stormwater infrastructure will be upgraded.

The purpose of the designation is for the construction, operation, and maintenance of an arterial transport corridor. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structures and other activities required for the Project.

The Project Objectives for EB2 are:

1. Provide a multi modal transport corridor that connects Pakuranga and Botany to the wider network and increases access to a choice of transport options
2. Provide transport infrastructure that integrates with existing land use and supports a quality, compact urban form
3. Provide transport infrastructure that improves linkages, journey time and reliability of the public transport network
4. Contribute to accessibility and place shaping by providing better transport connections between, within and to the town centre
5. Provide transport infrastructure that is safe for everyone
6. Safeguard future transport infrastructure required at (or in vicinity of) Botany Town Centre to support the development of a strategic public transport connection to Auckland Airport.



As an approved Requiring Authority under section 176 of the RMA via section 47(1) of the Local Government (Auckland Council) Act 2009, Auckland Transport may designate to construct, operate, and maintain a road and undertake ancillary activities.

2 THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

The affected sites that relate to this NoR are detailed in Table 1 and the record of titles are provided in Appendix 23 to the Assessment of Effects on the Environment (AEE). The land requirement plans for the Project are provided as Appendix 2 to the AEE.

Table 1: Sites affected by the NoR

Property Address	Legal Description	Type of Ownership	Area to be designated (m ²)
1/183, 185, 3/183, 4/183 Pakuranga Road	LOT 5-6 DP 40172, FLAT 1 DP 113712, FLAT 2 DP 205526, FLAT 3, CARPORT 3 and 5 DP192118, FLAT 4, CARPORT 4 DP 192118	Private	139
10 Aylesbury Street	LOT 1 DP 158869	Private	891
11 Reeves Road	LOT 19 DP 52255	Private	86
13R Reeves Road	LOT 22 DP 52255	Auckland Council	1675
140S Pakuranga Road	PT LOT 1 DP 37727, LOT 2 DP 37727, LOT1 DP 39094, PT LOT 12 DP 14882, LOT 67DP 138440, PT ALLT 281 PAROPAKURANGA	Private	294
167 Pakuranga Road	LOT 1 DP 53672	Private	434
1,2,3/169 Pakuranga Road	LOT 1 DP 47230, FLAT 1, 2 & 3 DP 70609	Private	1001
1,2,3/171 Pakuranga Road	LOT 2 DP 47230, FLAT 1, 2 & 3 DP 68355	Private	1002
1,2,4/173 and 173C Pakuranga Road	LOT 3 DP 47230 UNIT A, B, 1C, 1D, DP 86456, AU 1, 2, 3, 4 DP 86456	Auckland Council	1391
1R Dale Crescent	Section 33 SO 70581 and Part Lots 37-41 SO 70581	Auckland Council	2585
2 & 4 Seven Oaks Drive	Part Lot 31 & 32 DP 48712, SO 70581	Auckland Council	690
27R William Roberts Road	LOT 1 DP 51777 Allotment 322, 323, 324 Psh of Pakuranga LOT 101, 102 & 103 DP 52151	Auckland Council	4701
2R Ti Rakau Drive	LOT 12 DP 55286, LOT 3 DP 55286, LOT 2 DP 53672, LOT 4 DP 55286	Auckland Council	12345
7 Aylesbury Street	Unit A, B, C, D, E, F, G, H, I, J, K, L, M, N Lot 2 DP 158869	Private	226
96R Pakuranga Road (Bus Stop Reserve)	PT LOT 5 DP 52174	Auckland Council	1135



26 Ti Rakau Drive	LOT 1 DP 156314	Private	5775
2 William Roberts Road	LOT 1 DP 69718	Auckland Council	582
2A William Roberts Road	LOT 2 DP 69718	Auckland Council	566
3 William Roberts Road	LOT 4 DP 47230	Auckland Council	1156
5, 1/5, 2/5 William Roberts Road	LOT 2 DP 82843, LOT 2 DP 82843 FLAT 1 DP 89655 and FLAT 2 DP 89655	Auckland Council	930
7 William Roberts Road	LOT 1 DP 203448	Auckland Council	356
7A William Roberts Road	LOT 2 DP 205609	Auckland Council	364
7B William Roberts Road	LOT 3 DP 205609	Auckland Council	374
9 William Roberts Road	LOT 5 DP 47230	Auckland Council	943
11 William Roberts Road	PT LOT 6 DP 47230	Auckland Council	926
13 William Roberts Road	LOT 1 DP 60995, PT LOT 12 DP 47230	Auckland Council	1063
15, 1/15, 2/15 William Roberts Road	PT LOT 2 DP 60995, PT LOT 2 DP 60995, FLAT 1 DP 103942 and FLAT 2 DP 103942	Auckland Council	954
17 William Roberts Road	LOT 2 DP 103948	Auckland Council	1380
19 William Roberts Road	LOT 1 DP 103948	Auckland Council	1562
177 Pakuranga Road	LOT 2 DP 40172	Auckland Council	923
179 Pakuranga Road	LOT 3 DP 40172	Auckland Council	923
181 Pakuranga Road	LOT 4 DP 40172	Auckland Council	923
187 Pakuranga Road	LOT 1 DP 200020, 1/2 SH LOT 3 DP 200020	Auckland Council	429
187A Pakuranga Road	LOT 2 DP 200020, 1/2 SH LOT 3 DP 200020	Auckland Council	330
2 Cortina Place	LOT 17 DP 52255, LOT 18 DP 5225	Auckland Council	2494
5 Reeves Road	LOT 3 DP 52255	Auckland Council	994
19 Dale Crescent	PT LOT 36 DP 52096	Auckland Council	680
19A Dale Crescent	SEC 35 SO 52258	Auckland Council	64
21 Dale Crescent	LOT 35 DP 52096	Private	121



6 Seven Oaks Drive	PT LOT 30 DP 48712	Auckland Council	663
8, 1/8, 2/8 Seven Oaks Drive	LOT 29 DP 48712, LOT 29 DP 48712, FLAT 1 DP 106707 and FLAT 2 DP 161861	Auckland Council	878
10, 1/10, 10A Seven Oaks Drive	LOT 28 DP 48712, LOT 28 DP 48712, FLAT 1 DP 120510 and FLAT 2 DP 129251	Auckland Council	918
12 Seven Oaks Drive	LOT 27 DP 48712	Auckland Council	759
14 Seven Oaks Drive	LOT 26 DP 48712	Auckland Council	1191
16 Seven Oaks Drive	LOT 2 DP 192836	Auckland Council	1184
18 Seven Oaks Drive	LOT 24 DP 48712	Auckland Council	675
25, 1/25, 2/25 Ti Rakau Drive	LOT 24 DP 51939, PT LOT 32 DP 14882, LOT 24 DP 51939, FLAT 1 DP 60195, PT LOT 32 DP 14882 and FLAT 2 DP 60195	Auckland Council	726
27 Ti Rakau Drive	LOT 1 DP 206887	Auckland Council	631
27A Ti Rakau Drive	LOT 2 DP 206887	Auckland Council	438
12 Bolina Crescent	LOT 44 DP 48712	Auckland Council	675

Overall, the NoR will designate approximately 6.21 hectares (ha) of land, of which approximately 1 ha is privately held land and 5.21 ha is publicly held land (excluding roads).

3 THE NATURE OF THE PROPOSED WORKS IS:

The proposed public work forms part of the previous Auckland Manukau Eastern Transport Initiative (AMETI) programme which includes a dedicated busway and bus stations between Panmure, Pakuranga and Botany town centres. The dedicated busway will provide an efficient rapid transit network (RTN) service between the town centres, while local bus networks will continue to provide more direct local connections within the town centre areas. EB2 also includes new walking and cycling facilities, as well as modifications and improvements to the road network.

EB2 covers the section of the Eastern Busway between the intersection of Ti Rakau Drive/ SEART and Pakuranga Road/William Reeves Road, Pakuranga and involves the following specific works:

- Road widening of Ti Rakau Drive to provide for a new road layout, including dedicated bus lanes, walking, and cycling infrastructure and a new bus station at Pakuranga Town Centre
- The construction and operation of the Reeves Road flyover
- Modification of the South-Eastern Highway offramp onto Ti Rakau Drive
- Modifications to the intersections of Ti Rakau Drive with Reeves Road, Tiraumea Drive, Reeves Road, Palm Avenue and Aylesbury Street



- An extension of Cortina Place
- The creation of a cul-de-sac, with turning head, at the northern end of William Roberts Road
- Stormwater infrastructure
- Ecological mitigation
- Associated roading infrastructure and landscaping.

Refer to Section 4 of the AEE for further detail on the proposed works.

4 THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The NoR provides for the designation of 6.21 ha of land for new transport infrastructure within Pakuranga Town Centre (excluding roads). A set of proposed conditions have been provided as Appendix 3 to the AEE. These conditions address the following matters:

- Communications and Engagement with stakeholders, affected parties and the general public
- Works on network utilities
- Construction management of noise, vegetation clearance, coastal works, vibration, traffic, contaminated land, and land disturbance
- Urban design and landscaping
- Ecological management.

It is also noted that regional resource consents are required for bulk earthworks and the disturbance of contaminated soil. These resource consents will be supported by conditions of consent as they relate to the potential adverse effects of construction related activities.

The detail provided by the NoR and associated resource consent application package alleviates the need for a separate outline plan process. As such, the Requiring Authority requests that the requirement of an outline plan is waived by Auckland Council.

5 THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT, AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

The AEE Report contains a description of the existing and likely future environment (Section 6), an assessment of the effects on the environment from the Project (Section 9), and the proposed measures to avoid, remedy or mitigate the adverse effects of the Project (Section 24).

Positive Effects

The Project will generate a range of positive effects. The nature and degree of these positive effects are elaborated on in Section 9.3 of the AEE. In summary, EB2 will have significant positive effects on the environment associated with the resulting improved performance of the local and regional road network, increased capacity, and reliability of public transport, improved active transport infrastructure and improvements to road safety. In addition, the works will support urban intensification, reduce congestion, and support reductions in greenhouse gas emissions.



Adverse Effects

EB2 will have localised adverse environmental effects that are considered to be acceptable in extent. These include those resulting from the following:

- Construction noise and vibration
- Construction traffic
- The potential disturbance of contaminated soil
- Effects on open space
- Effects on terrestrial ecology
- Effects on coastal ecology
- Effects on historic heritage
- Effects on visual amenity, landscape values and character
- Social effects
- Operational noise
- Stormwater effects
- Cultural values effects.

The effects of the proposal will be addressed by a suite of proposed conditions (**Appendix 3** of the AEE) and management plans. These management plans are¹:

- A construction environmental management plan (CEMP)
- An erosion and sediment control plan (ESCP) and an associated chemical treatment management plan
- A construction traffic management plan (CTMP)
- A construction noise and vibration management plan (CNVMP)
- A lizard management plan (LMP)
- A habitat restoration plan (HRP)
- An urban design and landscape management plan (UDLP)
- A communication and consultation plan (CCP).

6 ALTERNATIVE SITES, ROUTES, AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

As part of the preparation of the NoR, consideration has been given to alternative routes and alternative methods available to meet the objectives of Auckland Transport (set out below). The detailed consideration is set out in Sections 2 and 5 of the AEE and documented within the Eastern Busway Options Assessment Report (**Appendix 20** of the AEE).

The preferred alignment for EB2 has been the result of a considered evaluation of a number of options undertaken by AT and the EBA over a number of project stages. Notably the AMETI Eastern Busway 2 (Pakuranga Town Centre) Scheme Assessment Update completed in May 2018 determined from 6 short listed options that the preferred alignment to meet the objectives of AT is a Busway along Ti Rakau Drive including the RRF for traffic and a bus station in Pakuranga Town Centre.

The Scheme Assessment Update was revisited in August 2018 as part of the Specimen Design phase of the project. The Specimen Design further developed the Ti Rakau Drive Busway with the RRF and a bus station at Pakuranga Town Centre, and assessed alternative bus services arrangements, different traffic lane configurations and a revised bus station configuration. The August 2018 Further Options Assessment

¹ Both the CTMP and EIMP will be provided for information purposes only given that they will be subject to their own independent approval processes with Auckland Transport and Transpower New Zealand respectively.



identified a preferred location for the bus station on the corner of Ti Rakau Drive and Reeves Road, centrally within the Pakuranga Town Centre area, and also identified bus lanes beneath the RRF.

Following the establishment of the Eastern Busway Alliance in 2020, the Specimen design was reviewed and retested. Alternative options were developed for the refinement of the RRF and the Pakuranga Bus Station. This alternatives assessment involved considering 21 alignment options and 6 bus station options against the project objectives and assessment criteria. The assessment was undertaken, with technical assessors providing an assessment of each option in relation to specific criteria. The criteria used was consistent with the criteria used in previous option assessments.

The assessment of alternatives has provided AT with information which has assisted it in identifying the preferred alignment and feasible design and construction options for the Eastern Busway 2. This is further discussed in Section 2 and Section 5 of the AEE which supports this NoR

7 THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

The public work and alteration to the designation are reasonably necessary for achieving the objectives of the Requiring Authority. This is discussed in detail in sections 3, 5 and 11 of the AEE.

In summary, the public work and alteration to designation is reasonably necessary for achieving the following project objectives:

1. Provide a multi modal transport corridor that connects Pakuranga and Botany to the wider network and increases access to a choice of transport options
2. Provide transport infrastructure that integrates with existing land use and supports a quality, compact urban form
3. Provide transport infrastructure that improves linkages, journey time and reliability of the public transport network
4. Contribute to accessibility and place shaping by providing better transport connections between, within and to the town centre
5. Provide transport infrastructure that is safe for everyone
6. Safeguard future transport infrastructure required at (or in vicinity of) Botany Town Centre to support the development of a strategic public transport connection to Auckland Airport.

The designation and public work are necessary to achieve these objectives as the proposed infrastructure is not specifically provided for under the AUP(OP)'s zone-based controls or the specific provisions for infrastructure (Chapter E26). Establishing the designation will ensure that the corridor is protected for the ongoing construction, operation, and maintenance of regionally significant transport infrastructure and that this is not altered by changes to the AUP(OP) or limited by development on adjacent sites. In addition, it provides the flexibility required to undertake ongoing development in the proposed transport corridor in a manner which supports the project's objectives.

To summarise, the proposal contributes to the following benefits (as provided for by the Eastern Busway Project):

- Provides for improved connections and sustainable travel options for pedestrians, cyclists, motorists, bus, and train customers
- Providing for reliable 40-minute bus and train trips between Botany Town Centre and Britomart (saving 20-minutes)
- Providing for an increase in public transport trips from 3,700 to 18,000 per day by 2028



- Providing for an increase in public transport mode share from 7% to 25% by 2028
- Reduced carbon emissions by 9,292 kg per day by 2028
- 24,000 more people with access to a rapid transit bus station within 1 km from home
- 5 km of busway between Pakuranga and Botany fully separated from other traffic
- 5 new bus stations with quality facilities
- 12 km of safe and separated walking and cycling infrastructure
- RRF to reduce vehicle congestion around Pakuranga Town Centre
- Encourage and support development of a more sustainable urban form and improve urban amenity
- Accommodates electric buses, a key part of AT's low-emission vehicle fleet by 2040.

8 THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY AND HAVE BEEN APPLIED FOR:

EB2 will require resource consents for a number of activities to enable the proposed works. The resource consents have been sought in conjunction with the NoR. To summarise, the resource consents required for EB2 are:

- Resource consent for the disturbance of contaminated, or potentially contaminated land under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
- Resource consents for specified infrastructure works within natural wetlands and their riparian margins under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020
- Resource consents for the following activities under the Auckland Unitary Plan (Operative in Part):
 - Bulk earthworks
 - Vegetation removal
 - Discharge of contaminants to land
 - Activities within and the occupation of the coastal marine area.

The overall activity status of EB2 is discretionary.

9 THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

Consultation and engagement has been undertaken and will continue with a range of stakeholders, including meetings with individual parties, presenting at formal meetings and informal information sharing. Auckland Transport has engaged with the following parties:

- Mana whenua
- Waka Kotahi NZ Transport Agency
- Transpower New Zealand Limited
- Watercare Services Limited
- Network Utilities



- Howick Local Board
- Local Members of Parliament
- Auckland Council's Planning Committee
- Auckland Council's Community Facilities
- Auckland Council's Regulatory Services Department
- Auckland Council's Healthy Waters Department
- Auckland Council's Plans and Places Department
- Landowners
- Business and community groups.

Auckland Transport has also undertaken engagement exercises with the wider community. This includes open days, social media posts and project updates on AT's own website.

Refer to Section 8 of the AEE for more detail.

10 EXTENDED LAPSE PERIOD PROPOSED:

Under section 184(1) of the RMA a designation lapses on the expiry of 5 years after the date on which it 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. There is a need for long term route protection to protect the corridor from inappropriate development until such time as the transport corridor is required to support and facilitate the planned urban growth and funding is allocated. Therefore, pursuant to section 184(1)(c) of the RMA, AT proposes an extended lapse period of ten years for implementation of the proposed designation.

11 INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE AUCKLAND UNITARY PLAN OR ANY REGULATION MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

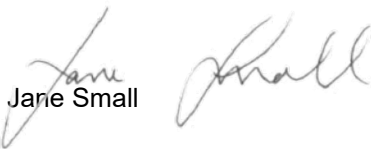
Auckland Transport attaches the following information required to be included in this notice by a plan or proposed plan, or any regulation made under the Resource Management Act 1991:

- Land requirement plans
- An assessment of effects on the environment
- Records of title
- Drawings of the proposed works
- Options assessment



- Technical assessments for ecology (coastal and terrestrial), noise and vibration (construction and operational), open space, air quality, visual and landscape values, arboriculture, stormwater, archaeology, integrated transport, ground contamination, erosion, and sediment control
- The following management plans:
 - A construction environmental management plan (CEMP)
 - An erosion and sediment control plan (ESCP)
 - A construction traffic management plan (CTMP)
 - A construction noise and vibration management plan (CNVMP)
 - A lizard management plan (LMP)
 - A tree protection management plan (TPMP)
 - A communication and consultation plan (CCP)

Signed on behalf of AT


Jane Small

Group Manager PMO, Strategic Programmes and Property pursuant to authority delegated by
Auckland Transport

Dated: 10 August 2022

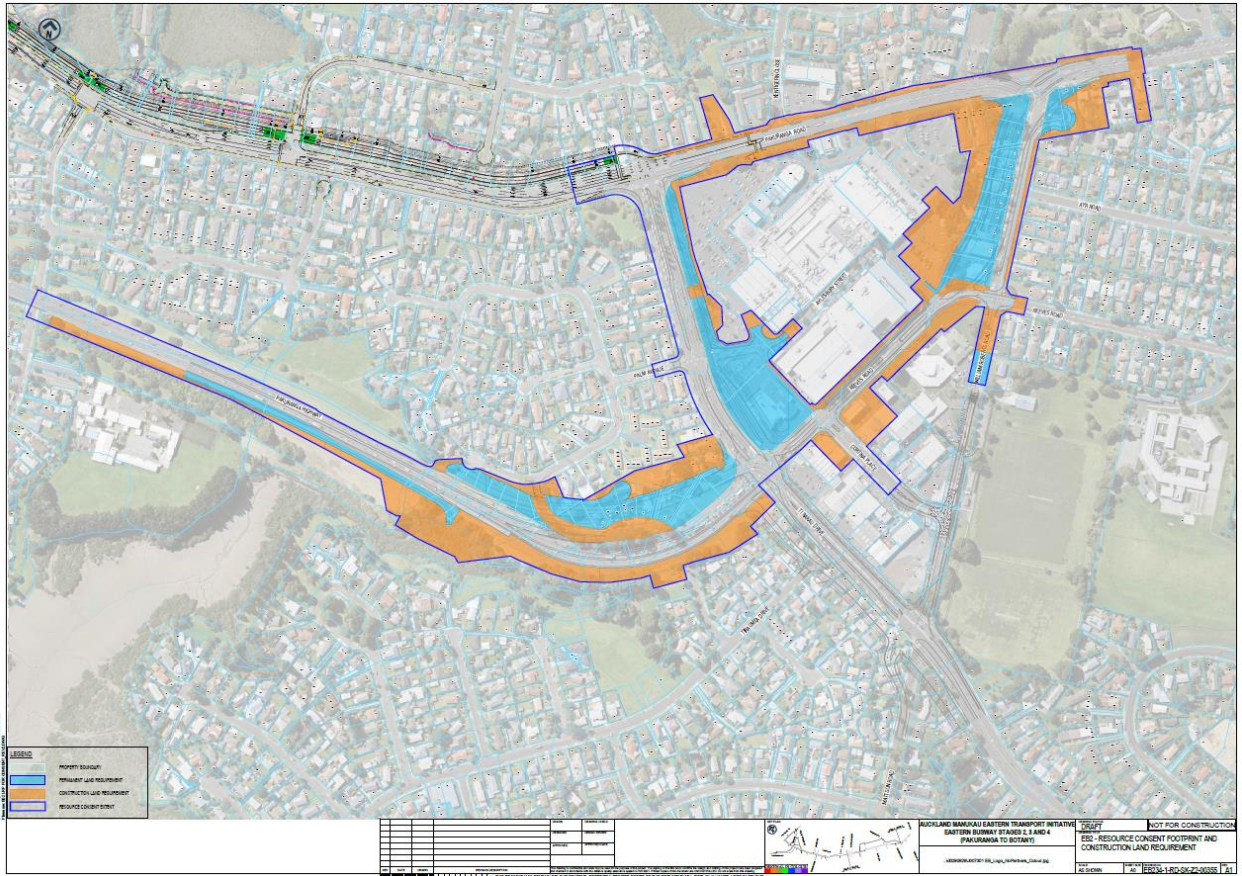
Attachment A – Designation Plans

Attachment B – Schedule of Directly Affected Property

Attachment C – Proposed Conditions for the Designation



Attachment A – Designation Plans





Attachment B – Schedule of Directly Affected Property

Property address	Legal Description	Type of Ownership	AUP(OP) Zoning
1/183, 185, 3/183, 4/183 Pakuranga Road	LOT 5-6 DP 40172, FLAT 1 DP 113712, FLAT 2 DP 205526, FLAT 3, CARPORT 3 and 5 DP192118, FLAT 4, CARPORT 4 DP 192118	Private	Residential – Terrace Housing and Apartment Buildings
10 Aylesbury Street	LOT 1 DP 158869	Private	Business – Town Centre
11 Reeves Road	LOT 19 DP 52255	Private	Business – Town Centre
13R Reeves Road	LOT 22 DP 52255	Public	Open Space – Community
140S Pakuranga Road	PT LOT 1 DP 37727, LOT 2 DP 37727, LOT1 DP 39094, PT LOT 12 DP 14882, LOT 67DP 138440, PT ALLT 281 PAROPAKURANGA	Private	Special Purpose Zone
167 Pakuranga Road	LOT 1 DP 53672	Private	Business – Town Centre Zone
1,2,3/169 Pakuranga Road	LOT 1 DP 47230, FLAT 1, 2 & 3 DP 70609	Private	Business – Town Centre
1,2,3/171 Pakuranga Road	LOT 2 DP 47230, FLAT 1, 2 & 3 DP 68355	Private	Business – Town Centre
1,2,4/173 and 173C Pakuranga Road	LOT 3 DP 47230 UNIT A, B, 1C, 1D, DP 86456, AU 1, 2, 3, 4 DP 86456	Public	Business – Town Centre
1R Dale Crescent	Section 33 SO 70581 and Part Lots 37-41 SO 70581	Public	Residential – Mixed Housing Urban
2 & 4 Seven Oaks Drive	Part Lot 31 & 32 DP 48712, SO 70581	Public	Residential – Mixed Housing Urban
27R William Roberts Road	LOT 1 DP 51777 Allotment 322, 323, 324 Psh of Pakuranga LOT 101, 102 & 103 DP 52151	Public	Open Space – Sport and Active Recreation
2R Ti Rakau Drive	LOT 12 DP 55286, LOT 3 DP 55286, LOT 2 DP 53672, LOT 4 DP 55286	Public	Business – Town Centre
7 Aylesbury Street	Unit A, B, C, D, E, F, G, H, I, J, K, L, M, N Lot 2 DP 158869	Private	Business – Town Centre

Property address	Legal Description	Type of Ownership	AUP(OP) Zoning
96R Pakuranga Road (Bus Stop Reserve)	PT LOT 5 DP 52174	Public	Open Space – Conservation
26 Ti Rakau Drive	LOT 1 DP 156314	Private	Business – Town Centre
2 William Roberts Road	LOT 1 DP 69718	Public	Business – Mixed Use
2A William Roberts Road	LOT 2 DP 69718	Public	Business – Mixed Use
3 William Roberts Road	LOT 4 DP 47230	Public	Business – Town Centre
1/5a, 2/5 William Roberts Road	LOT 2 DP 82843, LOT 2 DP 82843 FLAT 1 DP 89655 and FLAT 2 DP 89655	Public	Business – Town Centre
7 William Roberts Road	LOT 1 DP 203448	Public	Business – Town Centre
7A William Roberts Road	LOT 2 DP 205609	Public	Business – Town Centre
7B William Roberts Road	LOT 3 DP 205609	Public	Business – Town Centre
9 William Roberts Road	LOT 5 DP 47230	Public	Business – Town Centre
11 William Roberts Road	PT LOT 6 DP 47230	Public	Business – Town Centre
13 William Roberts Road	LOT 1 DP 60995, PT LOT 12 DP 47230	Public	Business – Town Centre
1/15, 2/15 William Roberts Road	PT LOT 2 DP 60995, PT LOT 2 DP 60995, FLAT 1 DP 103942 and FLAT 2 DP 103942	Public	Business – Town Centre
17 William Roberts Road	LOT 2 DP 103948	Public	Business – Town Centre
19 William Roberts Road	LOT 1 DP 103948	Public	Business – Town Centre
177 Pakuranga Road	LOT 2 DP 40172	Public	Business – Mixed Use
179 Pakuranga Road	LOT 3 DP 40172	Public	Business – Mixed Use
181 Pakuranga Road	LOT 4 DP 40172	Public	Business – Mixed Use
187 Pakuranga Road	LOT 1 DP 200020, 1/2 SH LOT 3 DP 200020	Public	Residential – Terrace Housing and Apartment Buildings
187A Pakuranga Road	LOT 2 DP 200020, 1/2 SH LOT 3 DP 200020	Public	Residential – Terrace Housing and Apartment Buildings
2 Cortina Place	LOT 17 DP 52255, LOT 18 DP 5225	Public	Business – Town Centre
5 Reeves Road	LOT 3 DP 52255	Public	Business – Town Centre

Property address	Legal Description	Type of Ownership	AUP(OP) Zoning
19 Dale Crescent	PT LOT 36 DP 52096	Public	Residential – Mixed Housing Urban
19A Dale Crescent	SEC 35 SO 52258	Public	Residential – Mixed Housing Urban
21 Dale Crescent	LOT 35 DP 52096	Private	Residential – Mixed Housing Urban
6 Seven Oaks Drive	PT LOT 30 DP 48712	Public	Residential – Mixed Housing Urban
1/8, 2/8 Seven Oaks Drive	LOT 29 DP 48712, LOT 29 DP 48712, FLAT 1 DP 106707 and FLAT 2 DP 161861	Public	Residential – Mixed Housing Urban
1/10, 10A Seven Oaks Drive	LOT 28 DP 48712, LOT 28 DP 48712, FLAT 1 DP 120510 and FLAT 2 DP 129251	Public	Residential – Mixed Housing Urban
12 Seven Oaks Drive	LOT 27 DP 48712	Public	Residential – Mixed Housing Urban
14 Seven Oaks Drive	LOT 26 DP 48712	Public	Residential – Mixed Housing Urban
16 Seven Oaks Drive	LOT 2 DP 192836	Public	Residential – Mixed Housing Urban
18 Seven Oaks Drive	LOT 24 DP 48712	Public	Residential – Mixed Housing Urban
1/25, 2/25 Ti Rakau Drive	LOT 24 DP 51939, PT LOT 32 DP 14882, LOT 24 DP 51939, FLAT 1 DP 60195, PT LOT 32 DP 14882 and FLAT 2 DP 60195	Public	Business – Mixed Use
27 Ti Rakau Drive	LOT 1 DP 206887	Public	Business – Mixed Use
27A Ti Rakau Drive	LOT 2 DP 206887	Public	Business – Mixed Use
12 Bolina Crescent	LOT 44 DP 48712	Public	Residential – Terrace Housing and Apartment Building Zone



Attachment C – Proposed Conditions for the Designation

DESIGNATION CONDITIONS – EB2

General Conditions

1. Except as modified by the conditions below, or by any outline plan, the scope and extent of the works within the designation are to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:

Table 1: Application Documents

Document Title	Author	Revision	Date

Table 2: Drawings

Drawing Title	Designer	Revision	Date

Table 3: Management Plans

Management Plans	Author	Revision	Date

2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the “RMA”), this designation will lapse if not given effect to within 10 years from the date on which it is included in the Auckland Unitary Plan (Operative in Part).
3. As soon as practicable, and no later than [X] months from the date the Eastern Busway Package EB2 becomes operational, the Requiring Authority must:
 - a) Identify any areas of the designation that are no longer necessary for the long-term development, operation, maintenance and mitigation effects of the Eastern Busway Project; and
 - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified above

Site Access

4. Subject to compliance with the Requiring Authority's health and safety requirements and provision of reasonable notice, servants or agents of Council are permitted to have access to relevant parts of the construction site(s) at reasonable times for the purpose of carrying out inspections, surveys, investigations and/or to take samples.

PRE-CONSTRUCTION CONDITIONS

Mana Whenua Engagement

5. At least 10 working days prior to the commencement of construction, the Requiring Authority shall confirm and submit to Council a framework to ensure appropriate engagement with mana whenua during the construction of the Eastern Busway Project (Package EB2).
6. The framework shall include:
 - a) The methods for identifying and engaging with mana whenua
 - b) The process for involvement of mana whenua in reviewing and the implementation of the management and environmental management plans as they relate to:
 - i. Recognising and providing for the cultural values and interests of mana whenua;
 - ii. Implementing and applying tikanga;
 - iii. Managing and monitoring sediment quality; and
 - iv. Promoting ecology and biodiversity, including the use of native vegetation.
 - c) As a minimum the matters identified in (b) above shall be addressed in the preparation of the following management plans:
 - i. Construction Environmental Management Plan
 - ii. Urban Design and Landscape Plan
 - iii. Habitat Restoration Plan.

MANAGEMENT PLANS – CERTIFICATION AND REVIEW

Advice Note: *Conditions 7 to 11 below, apply to all Management Plans that require certification unless otherwise specified in these conditions or finalised through the Notice of Requirement process. Management Plans listed in Condition 1 are deemed certified.*

7. Unless listed in Condition 1 above or otherwise stated, all Management Plans required by conditions of this designation shall be submitted to Council for certification at least 10 working days prior to commencement of the related construction works (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing). All works shall be carried out in accordance with the approved Management Plans. No related construction works shall commence until written approval or certification of all relevant Management Plans for those works have been received, unless otherwise approved in writing by the Council.
8. If the Requiring Authority does not receive a written response from Council within 10 working days of the Management Plan(s) being submitted for certification, the Management Plan(s) will be deemed to have certification and the Requiring Authority can commence the related construction works.

Advice Note: *The Council will acknowledge receipt of any Management Plan submitted for certification within 2 working days. The Council will confirm if any information required for certification is missing from any submitted Management Plan within 5 working days. Where no further information is required, the Council will provide certification to the Requiring Authority within 10 working days of submission of the Management Plan. If further information has been requested, the Council will provide confirmation of certification to the Requiring Authority within 5 working days of the requested information being provided.*

9. Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re-certification is not required in accordance with Conditions 7 if the Council confirms those amendments are within scope and any changes to the draft Management Plans are clearly identified.

10. Any amendments to a certified Management Plan that may result in a materially different outcome shall be submitted to the Council in accordance with Condition 7 to certify these amendments are consistent with the relevant designation condition(s) prior to implementation of any changes. Where a Management Plan was prepared in consultation with interested or affected parties, any material changes to that Plan shall be prepared in consultation with those same parties.
11. Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project. If submitted in part, Management Plans shall clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

12. The Requiring Authority is required to implement and comply with the Communication and Consultation Plan (CCP) listed in Condition 1, unless otherwise amended by the process in Condition 9. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Eastern Busway Project (Package EB2).
13. Any amendments to the CCP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Condition 14 and 15.
14. The Requiring Authority shall submit the updated or revised CCP to Council for comment. The Requiring Authority shall consider any comments received from Council when finalising the CCP. If the Requiring Authority has not received any comments from Council within 10 working days of submitting the CCP, the Requiring Authority will consider Council has no comments.

Advice Note: *The CCP does not require certification from Council.*

15. The CCP shall set out how the Requiring Authority will for the Eastern Busway Project (Package EB2):
 - a) Inform the community and businesses of construction progress, future construction activities and constraints that could affect them;
 - b) Provide information on key project milestones;
 - c) Provide a process for responding to queries and complaints including, but not limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided;
 - iii. The timeframes for responses to be provided; and
 - iv. How complaints will be reviewed and monitored to ensure mitigation is effective.

The CCP shall include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;
- b) Details of the Communication and Consultation Manager for the Eastern Busway project, including their contact details (phone, email, project website and postal address);
- c) Methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:
 - i. All residential and business property owners and occupiers directly affected by construction works;
 - ii. All community and education facilities directly affected to construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders;
 - iii. Key stakeholders (including the Council's Parks Department); and
 - iv. Network utility operators.
- d) Methods for communicating with and notifying directly affected parties in advance where practicable of:
 - i. proposed construction activities outside normal working hours (including night works); and

- ii. Temporary traffic management measures and permanent changes to road networks and layouts.
- b) Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes; and
- c) A list of the stakeholders directly affected to be communicated with.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT

16. The Requiring Authority is required to carry out all works in accordance with the Construction Environmental Management Plan (CEMP) listed in Condition 1, unless otherwise amended by the process in Condition 9. The objective of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of the Eastern Busway Project (Package EB2) so far as is reasonably practicable.
17. Any amendments to the CEMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 18 and 19.
18. The Requiring Authority must submit the updated or revised CEMP to Council for certification in accordance with Conditions 7 to 11 as soon as practicable following identification of the need for an update as a result of a material change. The purpose of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of Eastern Busway Project (Package EB2) so far as is reasonably practicable.
19. The CEMP shall include details of:
- a) An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction;
 - b) The document management system for administering the CEMP and compliance, including review and Requiring Authority / constructor / Council requirements;
 - c) Training requirements for employees, sub-contractors and visitors for cultural induction, construction procedures, environmental management and monitoring;
 - d) Roles and responsibilities for the implementation of the CEMP;
 - e) Environmental incident and emergency management procedures (including spills);
 - f) Environmental complaint management procedures;
 - g) Specific details of demolition and site clearance works to be undertaken;
 - h) The location of construction compounds and measures adopted to keep them secure;
 - i) Methods to provide for the safety of the general public;
 - j) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries; and
 - k) Site reinstatement measures upon completion of the activities including the removal of any temporary structures used during the construction period.

Advice note: *The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the Eastern Busway Project (Package EB3R).*

TRANSPORT, ACCESS AND PARKING

20. The Requiring Authority is required to carry out all works in accordance with the Construction Traffic Management Plan (CTMP) listed in Condition 1, unless otherwise amended by the process in Condition 21. The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project (Package EB2) on transport, parking and property access, so far as it is reasonably practicable.
21. Any amendments to the CTMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Condition 22.

22. The Requiring Authority shall submit the updated or revised CTMP to Council for comment. The Requiring Authority shall consider any comments received from Council when finalising the CTMP. If the Requiring Authority has not received any comments from Council within 10 working days of submitting the CTMP, the Requiring Authority will consider Council has no comments.

Advice Note: The CTMP does not require certification from Council.

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT

23. Construction noise shall be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 'Acoustics - Construction Noise' (NZS6803:1999) and comply with the noise standards set out in the Tables 3 and 4 as far as practicable.

Table 3 Construction Noise Criteria – Residential Receivers (Irrespective of Zoning)

Time of week	Time Period	Maximum noise level (dBA) > 20 weeks	
		L _{eq}	L _{max}
Weekdays	0630 – 0730	55	75
	0730 – 1800	70	85
	1800 – 2000	65	80
	2000 - 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	70	85
	1800 – 2000	45	75
	2000 - 0630	45	75
Sundays and public holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 - 0630	45	75

Table 4 Construction Noise Criteria - Commercial and Industrial Receivers

Time period	Maximum noise level L _{Aeq} dB > 20
07:30 – 18:00	70
18:00 – 07:30	75

24. Where compliance with the noise standards set out in Table 3 and Table 4 above is not practicable, and unless provided for in the Construction Noise Vibration Management Plan (CNVMP) as required by Condition 28, then the methodology in Condition 31 shall apply.

25. Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”, and shall comply with the vibration standards set out in Table 5 as far as practicable:

Table 5 Construction Vibration Criteria

Vibration Level	Time	Category A	Category B
Occupied activities sensitive to noise	Night-time 2000h – 0700h	0.3mm/s ppv	2mm/s ppv
	Daytime 0700h – 2000h.	2mm/s ppv	5mm/s ppv
Other occupied buildings	All other times	2mm/s ppv	5mm/s ppv
All other buildings	Daytime 0630h – 2000h	Tables 1 and 3 of DIN4150-3:1999	

26. The Category A criteria may be exceeded if the works generating vibration take place for three days or less between the hours of 7am to 6pm, provided that the Category B criteria are complied with, and:
- All occupied buildings within 50m of the extent of the works generating vibration are advised in writing no less than three days prior to the vibration-generating works commencing; and
 - The written advice must include details of the location of the works, the duration of the works, a phone number for complaints and the name of the site manager.
27. Where compliance with the vibration standards set out in Table 5 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 28, then the methodology in Condition 31 shall apply.
28. The Requiring Authority is required to implement and comply with the CNVMP listed in Condition 1, unless otherwise amended by the process in Conditions 9 to 10. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (BPO) to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting during construction of the Eastern Busway Project (Package EB2).
29. Any amendments to the CNVMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 30 and 31.
30. The Requiring Authority must submit the updated or revised CNVMP to Council for certification in accordance with Conditions 7 to 11 as soon as practicable following identification of the need for an update as a result of a material change.
31. The purpose of the CNVMP is to set out a framework to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting during construction of the Eastern Busway Project (Package EB2). To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of (NZS6803:1999) and shall as a minimum, address the following:
- Description of the works, machinery and equipment to be used;
 - Hours of operation, including times and days when construction activities would occur;
 - The construction noise and vibration standards;
 - Identification of receivers where noise and vibration standards apply;
 - Management and mitigation options, and identification of the Best Practicable Option;
 - Methods and frequency for monitoring and reporting on construction noise and vibration;
 - Procedures for communication as set out in the CCP with nearby residents and stakeholders, including:
 - Notification of proposed construction activities,
 - The period of construction activities; and
 - Management of noise and vibration complaints.
 - Contact details for the Communication and Consultation Manager;
 - Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;

- j) Identification of areas where compliance with the noise (Condition 23) and/or vibration standards (Condition 25 Category A or Category B) will not be practicable.
 - k) Procedures for:
 - i. Communicating with affected receivers in accordance with the CCP, where measured or predicted noise or vibration from construction activities exceeds the noise criteria of Condition 23 or the vibration criteria of Condition 25; and
 - ii. Assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 25, including the requirement to undertake building consent surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and
 - iii. Requirements for review and update of the CNVMP.
32. Unless otherwise provided for in the CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:
- a) Construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - i. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or
 - ii. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;
 - b) Construction vibration is either predicted or measured to exceed the Category B standard set out in Condition 25 at the receivers;
33. The objective of the Schedule is to set out the BPO for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule must include but not be limited to details such as:
- a) Construction activity and location plan, start and finish dates;
 - b) the nearest owners and occupiers of the sites to the construction activity;
 - c) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 23 and/or 25
 - d) the proposed site-specific noise mitigation
 - e) the consultation and outcomes with owners and/or occupiers of properties identified in the Schedule; and
 - f) location, times, and types of monitoring.
34. The Schedule shall be submitted to the Council for certification at least 5 working days, except in unforeseen circumstances, in advance of construction works that are covered by the Schedule and shall form part of the CNVMP. If no response is provided from the Council, prior to the planned work date, the Schedule shall be deemed to be certified.
- Building condition surveys [in the event environmental specialists identify building condition surveys are necessary]**
35. Prior to construction, a building condition survey must be undertaken of any building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction. The identification and assessment requirement must be determined by an independent and suitability qualified person appointed by the Requiring Authority, and based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:
- a) Age of the building;
 - b) Construction types;
 - c) Foundation types;
 - d) General building condition;
 - e) Proximity to any excavation;
 - f) Whether the building is earthquake prone or where there is pre-existing damage; and
 - g) Whether any basements are present in the building.
36. Where it is determined by an independent and appropriately qualified person appointed by the Requiring Authority prior to construction that a building condition survey is required:

- a) The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP;
- b) The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
- c) Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within three months from first contact, then the Requiring Authority is not required to undertake these assessments;
- d) Prior to the building condition survey, the Requiring Authority must determine whether the building is classified as a vibration sensitive structure;
- e) The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it must notify and provide Council with a copy of the completed survey report within 15 working days;
- f) The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council; and
- g) The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken.

37. During construction:

- a) The Requiring Authority must implement procedures that will appropriately respond to the information received from any vibration monitors deployed by the acoustic specialist in accordance with the CNVMP. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and
- b) Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building.

38. Following construction:

- a) Within three months of the commencement of operation of the Eastern Busway Project (Package EB2), the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment; and
- b) Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building pre-condition survey.

Urban Design and Landscaping Mitigation

39. At least 10 working days prior to the commencement of any construction activity the Requiring Authority shall submit an Urban Design and Landscape Plan (UDLP) to Council for certification in accordance with Conditions 7 to 11 above. The objective of the UDLP is to mitigate any landscape and visual effects of the Eastern Busway Project (Package EB2).

40. The UDLP shall include:

- a) Urban design details for works:
 - i. The Reeves Road Flyover;
 - ii. Pakuranga Bus Station;
 - iii. Ti Rakau Drive widening between Pakuranga Road and Reeves Road
- b) Landscape design details for works at:
 - i. Paul Place Reserve;
 - ii. Bus Stop Reserve;
 - iii. Within Ti Rakau Drive; and
 - iv. SEART.
- c) A maintenance plan and establishment requirements over a three-year period for landscaping and five years for specimen trees following planting.

- d) Lighting, signage and street furniture details for Eastern Busway Project (Package EB2);
- e) Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project;
- f) Design features and methods for cultural expression; and
- g) Design features associated with the management of stormwater, including both hard and soft landscaping.

41. The Requiring Authority is required to carry out all works out in accordance with the certified UDLP, unless otherwise amended by the process in Conditions 9 to 10.
42. At least 1 month prior to the final handover to the Council for future care and maintenance of landscaping on Council land and reserves, the Requiring Authority's representative is to arrange a site walkover with the Council to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.
43. The UDLP planting requirements must be implemented during the first planting season following the Eastern Busway Project (Package EB2) being operational. If the weather in that planting season is unsuitable for planting, as determined by the Council, the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council.

Tree Works

44. The Requiring Authority is required to carry out all works in accordance with the Tree Protection and Management Plan (TPMP) listed in Condition 1, unless otherwise amended by the process in Conditions 7 to 11 above. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects of Eastern Busway Project (Package EB2) on those trees to be retained, as far as reasonably practicable.
45. Any amendments to the TPMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 46 and 47.
46. The Requiring Authority must submit the updated or revised TPMP to Council for certification in accordance with Conditions 7 to 11 as soon as practicable following identification of the need for an update as a result of a material change. The purpose of the TPMP is to avoid, remedy or mitigate any adverse construction effects on those trees to be retained as part of the Eastern Busway Project (Package EB2), as far as reasonably practicable.
47. To achieve its objective, the TPMP is to include:
- a) Tree protection measures for trees to be retained;
 - b) Tree pruning measures;
 - c) Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees;
 - d) Use of protective barrier fencing;
Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist ("appointed arborist") to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation;
 - e) Specific bio-security removal restrictions that will apply to all elms (*Ulmus* sp.) and kauri (*Agathis australis*), to avoid the risk of spread of Dutch Elm Disease or kauri dieback, including vetting and approving the methodology and treatment of the Elm and kauri material by the Council's arboricultural specialist responsible for handling and treatment of all Elm/kauri material controlled under the Biosecurity Act, prior to any works taking place; and
 - f) Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority's arborist in consultation with the Council's arboricultural specialist.
48. If the design of the project is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 1 are required to be removed, then the removal of the trees is appropriate if:

- a) The design modification results in retention of a tree that was identified to be removed (i.e. no net loss of protected trees); or
- b) If the design modification will result in a net loss of protected trees, a suitable replacement specimen tree is provided in the project corridor (in addition to the proposed planting shown on the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 1).

Advice Note: *Protected trees refers to trees within the road reserve and Council reserves that more than 4m in height and/or more than 400mm in girth. It also includes any trees listed in Schedule 10 "Notable Trees" in the AUP(OP).*

HERITAGE

49. In the event that any unrecorded historic heritage sites are identified as a result of the Eastern Busway Project (Package EB2), then these sites must be recorded by the Requiring Authority for inclusion in the Council's Cultural Heritage Inventory. The Requiring Authority's historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Manager: Heritage Unit, (heritageconsents@aucklandcouncil.govt.nz) within one calendar month of completion of work on the route.
50. Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e., evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Monitoring officer(s) within 12 months of completion of the Eastern Busway Project (Package EB2).

OPERATIONAL CONDITIONS

Operational Traffic Noise

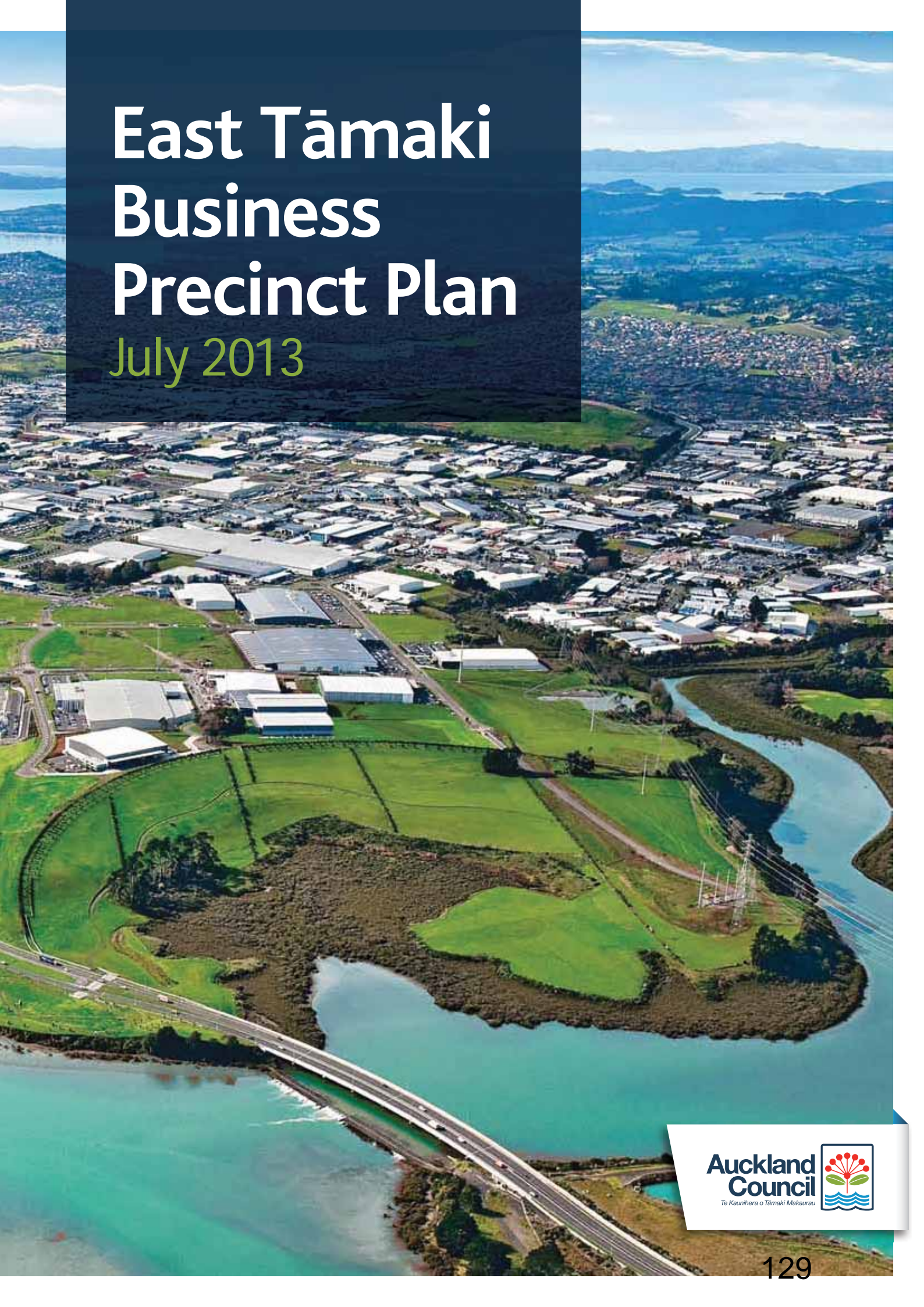
51. Noise walls of 1.8m in height above ground level constructed from materials compliant with the mitigation requirements of New Zealand Standard NZS 6806:2010 - 'Acoustics – Road traffic noise -New and altered roads, as shown on the approved designation plans listed in Condition 1, shall be installed at 2 and 23B Dale Crescent, Pakuranga prior to Eastern Busway Project (Package EB2) being operational, so far is reasonably practicable.

**Attachment 3 – Stormwater Drawing of Outfall MCC_108699
(Mattson Road)**

Attachment 4 – Social Impact Assessment Referenced Documents

East Tāmaki Business Precinct Plan

July 2013



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Introduction

East Tāmaki is situated in a key strategic location with links to the airport, port, CBD and other business areas within the region. The precinct has developed from greenfield origins and the availability and relative cost of land has made the precinct attractive to businesses. As such, the area has a number of nationally and internationally significant companies, some of which are involved in developing innovative technologies.

East Tāmaki is one of a number of key business areas across the region that has the potential to support increased employment of workers, customers and goods.

Located in the south-east of Auckland, the precinct contributes 4.5 per cent to the region's total employment.

It is a dynamic and highly successful production and export zone with concentrations of activity in:

- manufacturing
- wholesale
- administrative and support services
- professional, scientific and technical services.

With over 27,500 employees, East Tāmaki has experienced 61 per cent growth between 2000 and 2010. Growth within the precinct has been driven by factors such as greenfield development location and access to strategic infrastructure such as the motorway, port and airport.

With increasing pressures from alternative land uses and the limited availability of land for future expansion, there is a need to plan how the precinct will evolve to ensure its ongoing regional and national competitiveness as a business location.

Business precinct plans provide the guiding framework to support business and employment growth within key business areas and aim to assist in the delivery of the economic objectives set within the Auckland Plan and Auckland's Economic Development Strategy.

The council has consulted with stakeholders on issues, opportunities and possible actions, using a number of mechanisms including business reference group workshops, public consultation evenings, feedback forms and door-to-door conversations with business owners.

The vision for East Tāmaki is:

“East Tāmaki is a diverse, innovative and sustainable hub of high value manufacturing, with a productive industrial workforce, and is the driver of growing export capability and markets.”

The vision:

- promotes export capability and access to markets
- encourages high value manufacturing to locate in East Tāmaki
- supports a productive local workforce.

The council will work with its partners to achieve this vision.

Themes for precinct plan **Outcomes**

Business growth and employment	Development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses.
Infrastructure	Infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered.
Business capability and exports	<p>International export markets are identified and accessed.</p> <p>Business management capability is expanded through targeted business support programmes.</p> <p>Existing international networks are identified and developed to facilitate growth in export capacity.</p> <p>Businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market.</p>
Skills, training and workforce	<p>A partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employers is met.</p> <p>The majority of the workforce continue to live locally¹.</p>
Sustainable growth	Sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other uses. Impacts on the natural environment are reduced.
Land use and economic activity	<p>Land uses in East Tāmaki underpin business to business activity and growth.</p> <p>Development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate.</p>
Transport integrated networks	<p>Connections are provided that promote business to business activities and land uses both within the precinct and beyond.</p> <p>The efficient movement of both goods and people is facilitated.</p>
Quality of the business environment	An environment that is attractive for businesses to locate and employees to work.

¹ Living locally is defined as living within the 10km radius identified in figure 4 on page 13.

1. A framework for East Tāmaki

1.1 Auckland's Economic Development Strategy

The Economic Development Strategy is the first of a suite of core strategies being developed to help deliver the Auckland Plan. It has been developed in tandem with the Auckland Plan through a series of discussions and research, and in partnership with key stakeholders.

The strategy is a call to action for a greater degree of investment and cooperation by business, industry, government and community organisations. It will guide Auckland's economic development and the council's planning and investment decisions over the next 10 years.

The East Tāmaki Business Precinct has the capability to contribute significantly to the region's strategic economic directions over this period.

1.2 The East Tāmaki Business Precinct

With over 27,500 employees, East Tāmaki has experienced 61 per cent growth between 2000 and 2010. Growth within the precinct has been driven by factors such as greenfield development, location and access to strategic infrastructure such as the motorway, port and airport.

With increasing pressures from alternative land uses and the limited availability of land for future expansion, there is a need to plan how the precinct will evolve to ensure its on-going regional and national competitiveness as a business location.

1.3 What is the East Tāmaki Business Precinct Plan about?

The East Tāmaki Business Precinct Plan is a plan to facilitate the development of a high value manufacturing and commercial hub, attracting new business and employment opportunities in high-value industry sectors.

The plan will provide the framework for the renewal and on-going development of the business precinct. It will foster an environment where high value manufacturing businesses can locate with like-minded organisations and contribute to a sustainable future and prosperity, locally and in the wider Auckland region. The East Tāmaki Business Precinct Plan sets out a vision, goals, desired outcomes and high-level actions for the East Tāmaki business area. These actions form the basis of a detailed implementation plan.

1.4 Why have a business precinct plan for East Tāmaki?

Based on current population growth projections, there will be an additional 156,000 jobs in Auckland by 2031². A substantial share of these jobs will be located in business areas such as East Tāmaki and Penrose, the CBD, CBD fringe and sub-regional centres.

East Tāmaki is a key employment area within Auckland and provides 4.5 per cent of the region's total employment. In 2010, businesses in the precinct employed 27,580 people. The potential to establish an innovation precinct presents an opportunity to improve the economic performance and future success of the area.

² Market Economics Limited, Economic Futures Model applied to Auckland city base year 2006.

In order for the business precinct plan to realise its potential, we need to consider how to catalyse change within East Tāmaki that will:

- make efficient use of available greenfield and brownfield sites
- improve public transport services, private vehicle access and connectivity to the precinct
- ensure the efficient movement of high value-added goods and services for export
- encourage the development and use of sustainable technologies
- improve the built form
- provide a higher level of ancillary services and facilities
- encourage high quality amenity and recreational space.

The East Tāmaki Business Precinct Plan will enable the area to continue to move towards being an internationally competitive, high performing business location.

1.5 The business precinct planning process

The development of a business precinct plan goes through seven key phases:

- research, analysis and scoping
- initial consultation with business community
- visioning and identification of issues and actions
- consultation on the draft plan
- adoption
- implementation
- monitoring and evaluation.

Work on the business precinct began in 2011 and has built on previous studies by Auckland Council and its partners.

1.6 Projects bounding the project

Within the vicinity of the precinct, several key projects are being planned or are underway. These projects are complementary to the development of the business precinct and support the overall revitalisation of the wider East Tāmaki area.

Due to their importance and proximity to the business precinct, they have been considered throughout the development of the business precinct plan. These projects include:

- Auckland Manukau Eastern Transport Initiative (AMETI) – a project to improve connections between central Auckland and Manukau and within the precinct
- Multi Modal East West Study – this will explore the improvements to connectivity between the airport, southern industrial areas and East Tāmaki with a focus on freight movement
- the Southern Initiative – a cross-agency programme to develop the economic potential of the southern area, and tackle social issues with an emphasis on education, health and housing. It recognises that income, educational achievement and employment status are key determinants of health status and other social outcomes. The programme therefore identifies stable housing, job growth, skills development and environmental enhancement as priorities. To increase employment opportunities, the Southern Initiative will build on existing innovative, high-skills industries such as manufacturing, logistics, food technology and health.

These projects will drive employment generation and retention, enhance and increase transport movements, improve access to and up-skill the local workforce within the business precinct and its surrounds.



Highbrook Business Park continues to attract businesses wishing to design and build in this world-class mixed-use development.

2. East Tāmaki today

2.1 History of the precinct

East Tāmaki has been transforming from rural land use into Auckland's industrial business engine room since the 1970s. This development was partially synchronised with the government's investment into state housing in nearby suburbs and the motorway connection of State Highway 1 which provides access to Auckland's port.

Strongly supported by the former Manukau City Council, the expansion of the area through the last 30 years has reflected an increased demand for more expansive industrial and business land. The area has catered for manufacturing, warehousing and distribution businesses looking to relocate from the city fringe and older industrial areas such as Penrose and Ōtāhuhu.

In the past five years it has also offered development lots for significant sized warehouses, distribution centres and purpose built buildings; significant sized lots are in extremely limited supply in Auckland. East Tāmaki's success can be attributed to its

attractive land prices, local workforce, good road based travel, local amenity expectations and the opportunity to co-locate with other businesses.

2.2 East Tāmaki today

The East Tāmaki Business Precinct currently occupies approximately 900ha of south eastern Auckland. Business 5 and 6 (light and heavy industry) zoning gives the area a primarily industrial nature with some office uses. The area is considered to be an industrial 'engine room' for the region and is crucial for Auckland's economy.

East Tāmaki is situated at the base of the Tāmaki River. It is a sensitive natural setting which brings with it environmental responsibility. Much of the coastal margin has been put into reserve land along with associated larger open spaces for passive recreation. Surrounding the precinct is primarily residential land including future residential intensification planned to the east.

The area enjoys a good connection to the southern motorway. This, combined with local arterials, provides for connectivity to customers in the wider region and exports via the Auckland and Tauranga ports and Auckland Airport. Connectivity in the north of the precinct will improve with the anticipated delivery of the AMETI.

The availability of greenfield land has attracted businesses from throughout the region seeking large sites for purpose-built buildings to house business operations. The precinct has a mix of business sizes with over 2000 small to medium-sized enterprises (SMEs), and more than 100 businesses employing over 50 employees.

There are two special purpose areas with the East Tāmaki Business Precinct. The first of these is on the Waiouru Peninsula Special Policy Area, which lies adjacent to the Tāmaki Estuary in the west of the precinct. The area is comprised of 235 hectares and was previously used for pastoral farming. A structure plan is now in place to transition the land use in this area. Development of the area has already begun with stage one of the Highbrook Business Park having been completed.

Sitting on the eastern edge of the precinct is the second special purpose zone. This is the Greenmount Landfill which is a regional clean-fill site. This landfill is due for closure in the short to medium term and discussions have begun to determine the site's end use. While the site is located within the East Tāmaki Business Precinct, future uses are unlikely to include built development given the current instability of the land.

2.3 Business structure

Key facts regarding the business structure of the area include:

- the precinct has a total of 1.9 million sqm of industrial stock which equates to 17 per cent of the region's industrial stock³
- there is approximately 135.3ha vacant or potential vacant business zoned land. In addition, there is some 24.7ha with redevelopment potential³
- in 2010, there were 27,580 employed in 2510 businesses in the East Tāmaki Business Precinct, contributing to 4.5 per cent of the region's employment⁴
- between 2000 and 2010 there was an increase of 61 per cent in employee numbers. This equates to a total net increase of 10,446 and an annual average growth rate of 4.88 per cent
- 55 per cent of employees within the precinct work in either the manufacturing or wholesaling sector⁴
- the manufacturing sector comprises of approximately 37 per cent of all employment in the precinct and 15 per cent of the regional sector employment⁴.

2.4 Employment characteristics

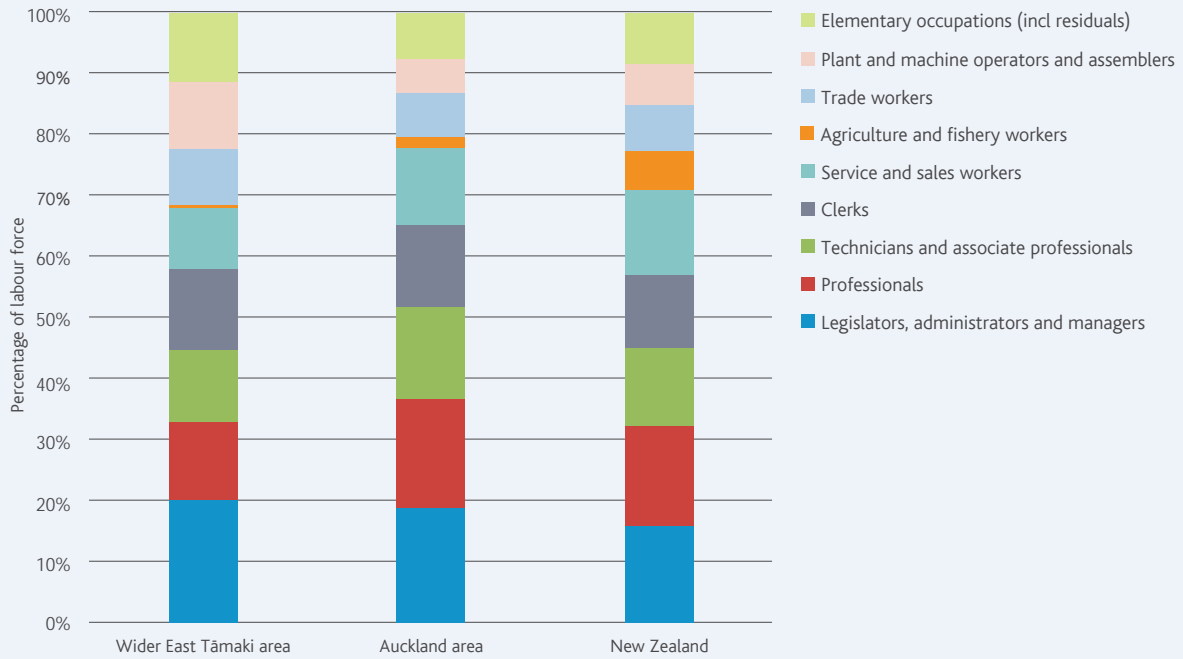
East Tāmaki is the key employment hub for residents located in the Manukau area. Facts to note include:

- in 2006, 6291 employees resided within 5km of the precinct⁴
- the East Tāmaki Business Precinct draws 35 per cent of its employees from within 5km of the precinct and 70 per cent from within 10km⁴
- the majority of workers come from East Auckland
- it is anticipated that demand for local employment is likely to increase with the residential development at Ormiston.

3 CBRE (March 2012) Industrial Property Market Analysis at East Tāmaki (Draft).

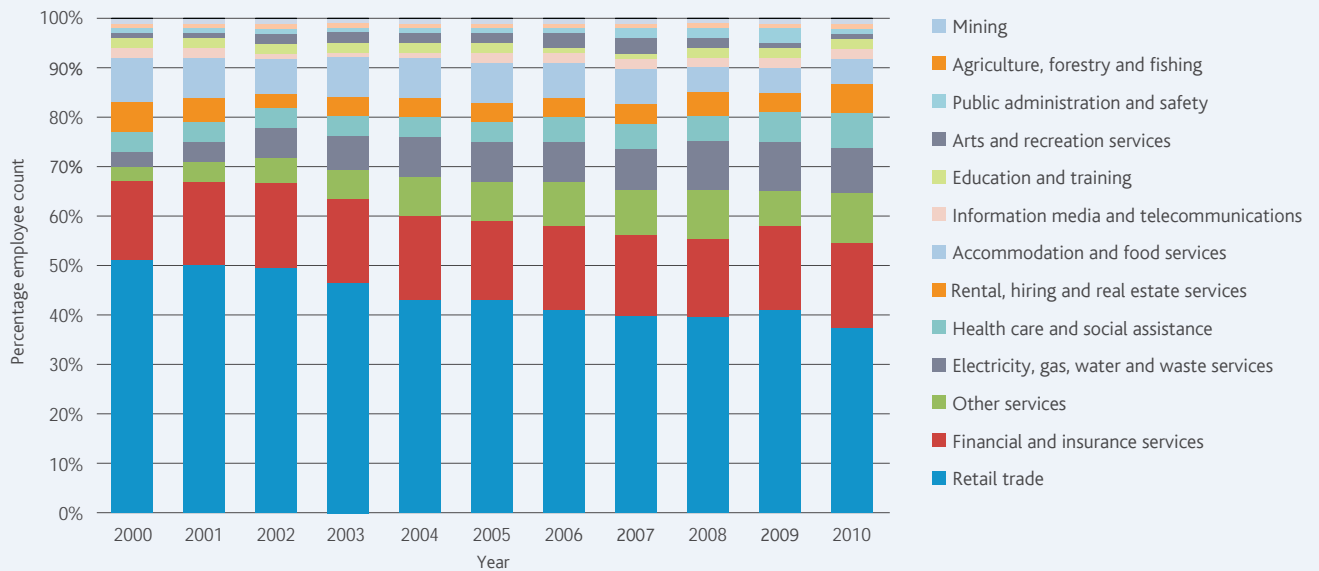
4 East Tāmaki Business Precinct Economic Analysis, June 2011.

Figure 1: Usually resident population aged 15 years and over and employed, employment occupation group, for the wider East Tāmaki area, Auckland and New Zealand, 2006.



Source: Statistics New Zealand, Census of Population and Dwellings, 2006

Figure 2: Changes in East Tāmaki Business Precinct's industrial structure of employment, 2000-2010



Source: Statistics New Zealand, Business Demographic Dataset, 2000-2010

2.5 People

Between 1996 and 2006, the population of the wider East Tāmaki area⁵ increased from 37,000 to 64,000⁶. This is a total growth rate of 73 per cent over the ten year period. East Tāmaki heavily draws on the areas to the east and south for its employees. Understanding the demographic profile of these communities will assist the council and its partners in determining how to best support skills and training requirements as the precinct transitions to provide for future employment opportunities.

At the 2006 census the wider East Tāmaki area had:

- a lower median age (29 years) compared to the Auckland region (33 years), with 28 per cent of the population under 15 years compared to 22 per cent across the Auckland region, indicating that a smaller workforce supports a higher proportion of dependents
- a forecast of 3 per cent population growth over the next 20 years equating to an additional 56,590 residents and a total of 125,000 residents by 2031
- a greater ethnic diversity compared to the rest of the Auckland region with 32 per cent of residents of Pacific Island descent, 27 per cent of European descent, 24 per cent of Asian descent and 11 per cent of Māori descent
- 32 per cent of usual residents over 15 years of age have no qualification, compared to 18 per cent across the Auckland region. Six per cent of residents hold a bachelor degree or higher compared with the regional average of 17 per cent. Another 18 per cent of residents held certificate or diploma tertiary level qualifications, compared to 20 per cent across Auckland

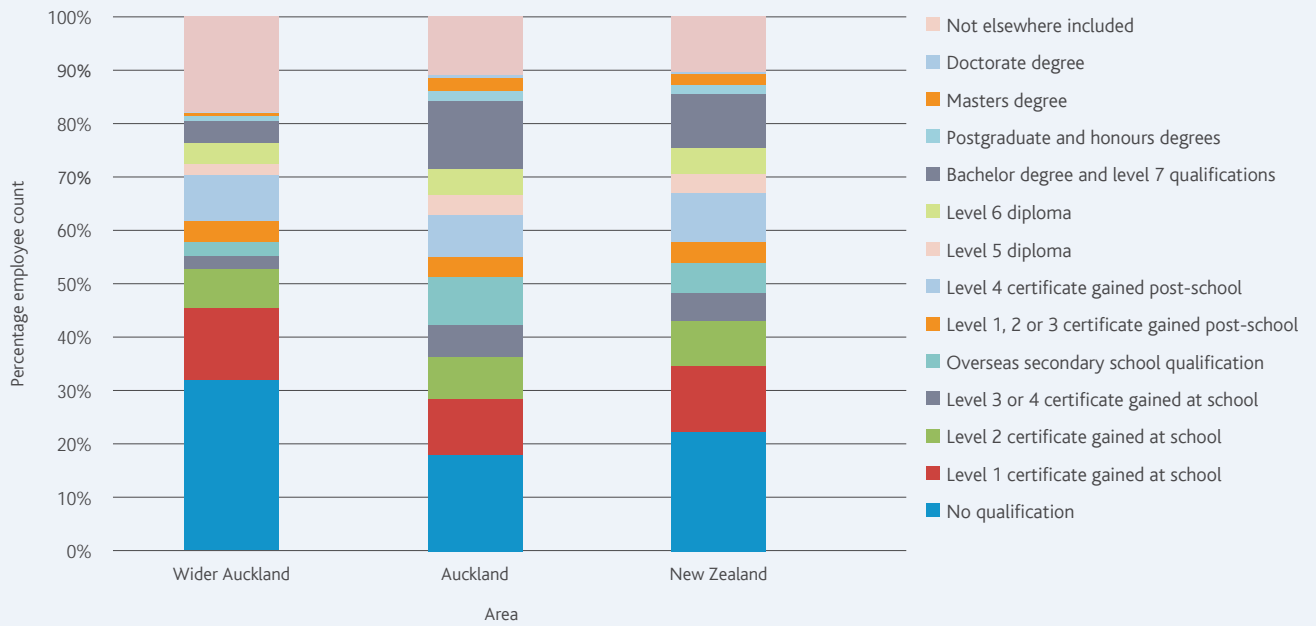
- a similar number of residents in the labour force who are legislators, administrators and managers, professional or technicians and associate professionals (45 per cent) compared with Auckland region (43 per cent)
- more residents in the labour force who are plant and machine operators and assemblers, or work in other elementary occupations (22 per cent) compared with Auckland Region (18 per cent)
- over 70 per cent of workers within the East Tāmaki Business Precinct live within 10km of the precinct and 35 per cent live within 5km, however at the 2006 census one-third of Auckland's population lived within 10km of the precinct.

In addition, a travel survey was carried out on behalf of Auckland Transport in June 2011 on staff across a number of businesses in and around Highbrook and Lady Ruby Drive in East Tāmaki. The survey assessed their current travel habits. It showed that 77 per cent of commuters drive alone in their cars, 19 per cent drive with passengers, and less than 4 per cent use public transport or choose active modes.

5 The wider East Tāmaki area is defined by Clover Park, Dannemora, Donegal Park, East Tāmaki, Fergusson, Golfland, Millhouse, Ormiston, Ōtara East, Ōtara West, Ōtara South, Ōtara North, Point View, Redoubt North, Flat Bush and Burswood.

6 New Zealand Statistics 2006 census data.

Figure 3: Highest qualification of the usually resident population aged 15 years and over in the wider East Tāmaki area, Auckland and New Zealand, 2006 (NZ Census 2006)

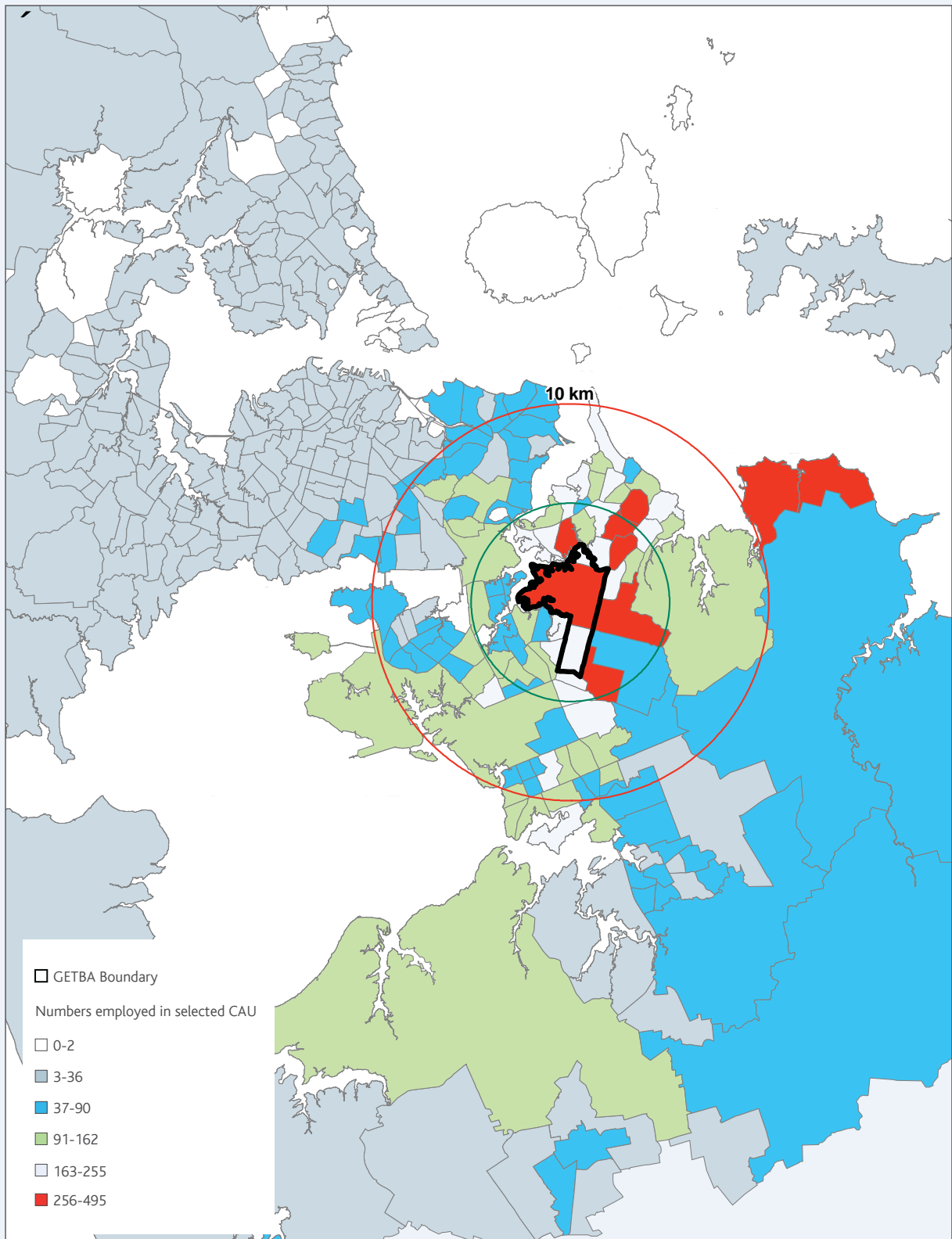


Source: Statistics New Zealand, Census of Population and Dwellings, 2006

Table 1: Travel to work, wider East Tāmaki area, 2006

Number of those working in East Tāmaki Business Precinct living:	Count (2006 census)
within East Tāmaki Business Precinct (ETBP)	927
within approx. 5km (incl. ETBP)	6291
within approx. 10km (incl. ETBP)	12,726
Auckland Total	18,075
Note: This is from those who stated a workplace address and will generally be significantly undercounted.	

Figure 4: Spatial density of people who work within East Tāmaki Business Precinct, 2006





Companies like Hynds Pipe Systems that service the region's infrastructure needs are making their homes in East Tāmaki.

3. The Auckland economy

3.1 Economic performance

New Zealand has improved its economic performance materially over the past decade (2000 to 2010). The manufacturing sector produced approximately NZ\$7.2 billion within the region in 2007, the largest contributor to total GRP. This sector is expected to grow by NZ\$3.9 billion by 2031, and accounts for 12 per cent of the total growth within Auckland's GRP⁷. The business services sector is expected to grow significantly during the same period, accounting for 20 per cent of the total economic growth within Auckland to 2031. Wholesale trade is also expected to show significant short-term growth between 2007 to 2016 with this change driven by productivity gains, as the increase in employment is expected to be small.

Overall growth in Auckland under a business as usual scenario is expected to grow at approximately two per cent per year over the next 20 years, with an overall increase in employment of 39 per cent (246,396 employees), and a total increase of NZ\$32.6 billion (62 per cent) in value added production by 2031.

Despite this, the country still has a per capita income 14 per cent lower than the OECD average. Auckland's GDP per capita is around 22 per cent less than key Australian cities⁸, while on average an hour worked in New Zealand produces one-third less value than an hour worked in Australia⁹. To close the gap internationally, we need to lift productivity.

Figure 5 (on page 15) shows how the relative shares of value added may change under a business as usual scenario between 2007 and 2031. There may be a significant share increase in value added from business services, which is the long-term effect of the increased growth rate in business services between 2011 and 2016. Generally, the remaining sectors are expected to show only small changes in relative value added shares, indicating a stable increase in the economy, with little structural variation. This shows that Auckland is likely to remain a diverse economy, with a range of employment and industrial sectors throughout the region.

⁷ East Tāmaki Economic Analysis June 2011 (unpublished).

⁸ Auckland City Council, Auckland City Business and Economy Report, 2009.

⁹ New Zealand Treasury Productivity Paper 08/01, Putting Productivity First, April 2008.

Figure 5: Projects value added change within the Auckland economy, 2007 and 2031

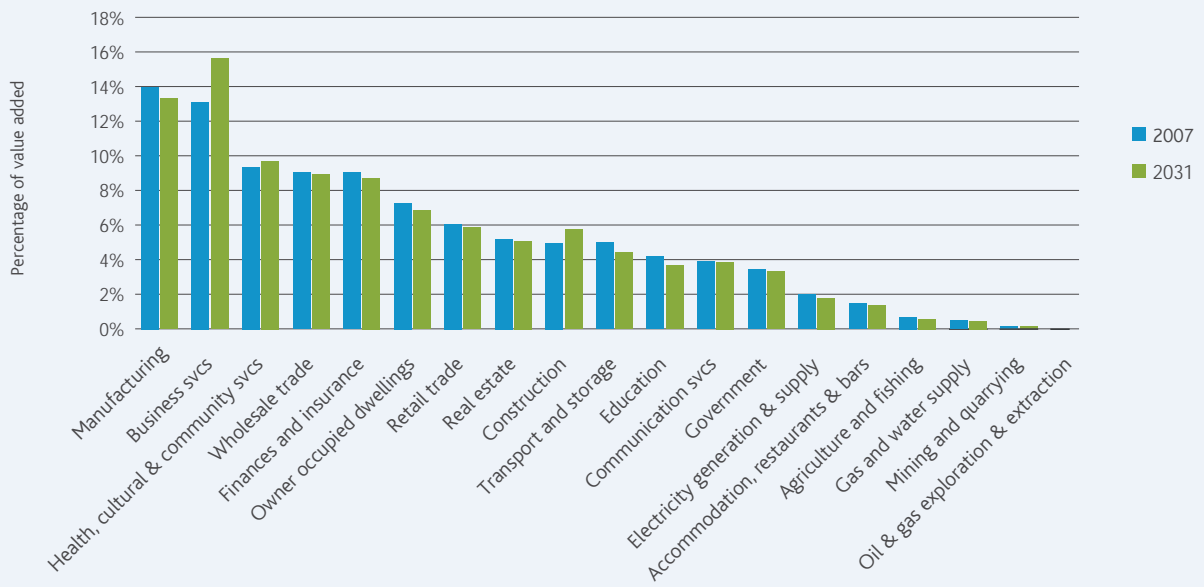
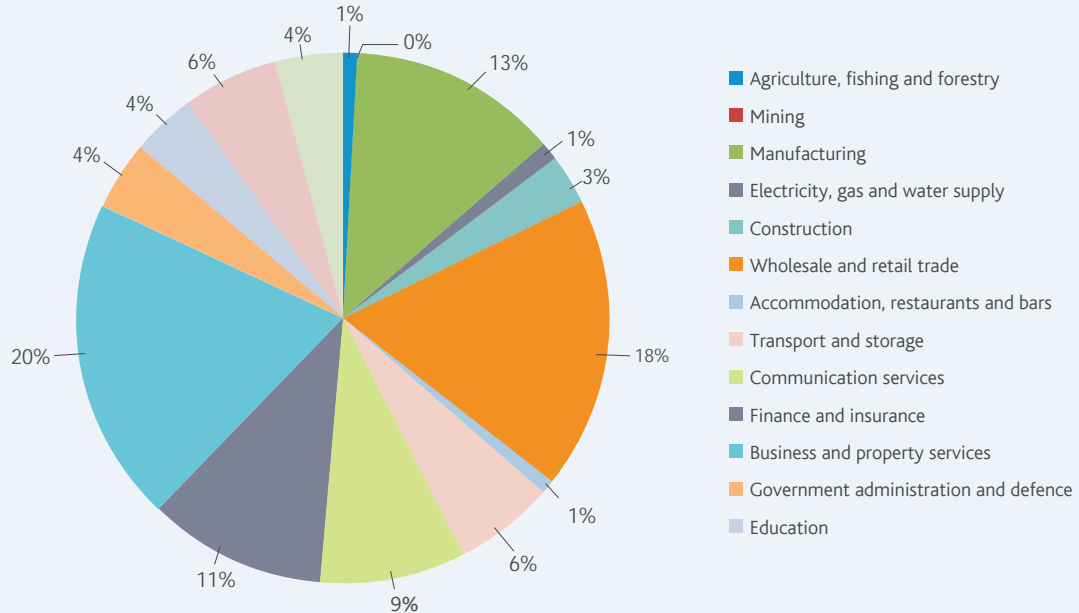


Figure 6: Auckland annual economic profile (2010)



3.2 National and regional economic development agendas

At a business breakfast held in 2008, Prime Minister John Key said the government had identified increasing New Zealand's productivity, maintaining high-levels of employment, and reducing New Zealand's vulnerability to adverse events as key economic objectives for increasing economic growth. To further these objectives, the government aimed to provide an environment in which the private sector could thrive and was working on six main policy drivers: regulatory reform, investment in infrastructure, better public services, education and skills, innovation and business assistance and a world-class tax system, to facilitate this outcome¹⁰. At both a regional and national level, East Tāmaki has a role in contributing to the outcomes of these objectives.

At a regional level, the Auckland Plan is a key document that provides a framework for regional development. It seeks to lift Auckland's productivity through a series of objectives and accompanying actions.

Relevant objectives within the Auckland Plan are to increase Auckland's business innovation and export strength; develop world-class infrastructure and world-class urban centres; and develop a skilled and responsive labour force¹¹. These three objectives are of particular importance to East Tāmaki as they enable the establishment of a high-value manufacturing and export focused precinct with links to regional and international partners.

Auckland's Economic Development Strategy produced by Auckland Council outlines its vision for Auckland's economic future as being able to attract skills, New Zealand's gateway to promote trade and export opportunities and attractive for innovators, investors and business.

The targets set out in the Economic Development Strategy are for an average annual increase of regional exports of more than six per cent, annual GDP of greater than five per cent a year and an average annual productivity growth greater than two per cent.

3.3 Skills, training and education

At both a regional and national level, the importance of skills and education is seen as critical to the growth of the economy. As East Tāmaki strengthens its role as a high-value manufacturing and export focused precinct, it will be necessary to investigate what training and skills will be required to provide on-going employment opportunities for existing employees and surrounding residential communities. Working collaboratively with the council and primary, secondary and tertiary education providers will be vital to addressing this issue and achieving greater levels of skills and education within the precinct and its surrounding areas.

Facilitating partnership development between industry training organisations, education providers and the business community will assist alignment between the needs of business and the provision of courses. Economic growth, innovation and productivity are dependent on sufficient skill levels in the workforce to ensure highly productive, high-value workplaces. Auckland's future prosperity will depend upon our people having the opportunity to develop their skills and abilities to be able to compete effectively in a global economy and improve the quality and value of work. People with the right skills can give firms a competitive edge, through increased innovation, use of new technologies, improved workplace practices and access to new markets. Therefore, it is important to consider skill development as an integral part of improving New Zealand's productivity.

A clear understanding of skill requirements in high-value and high-growth sectors is also needed to support our exporting sectors. High-value, high-growth sectors need skilled workers tailored to each sector's need. Opportunities will be explored to build and develop partnerships, with a focus on establishing better linkages between industry and education.

Enhancement of skills also has wider social benefits. There are recognised links between skills and social outcomes such as health, the reduction of crime, and social cohesion. The capability of firms in relation to skills is about how effectively a firm attracts, develops, uses and retains skills at all levels of the organisation to enable it to produce goods and deliver services and to provide quality work.

¹⁰ Prime Minister John Key, speech to business breakfast hosted by Cullen Law, 15 July 2008.

¹¹ Auckland Council, Auckland Plan, December 2011.

3.4 Transformation of the manufacturing sector

Manufacturing is undergoing a global transformation in the way goods are produced and the fundamental nature of the offerings available. New Zealand needs a competitive manufacturing sector as it underpins 63 per cent of our exports, which in turn employs 350,000 people¹². The risk the country faces at this time is not the loss of all manufacturing, but rather, the inability to create high-value exports along with substantial employment, workforce skills and national capability.

Companies that have been successful in this sector have been the ones that have learned to leverage the expertise they have developed through the unique challenges of operating and producing goods in New Zealand. It is a strategic and national imperative that the country has a vibrant and technologically advanced manufacturing industry, which is fostered at all levels of the economy.

If the East Tāmaki precinct is to achieve its vision as an internationally competitive high-value adding manufacturing location, then it must seek to lead by example within its national transformation agenda.

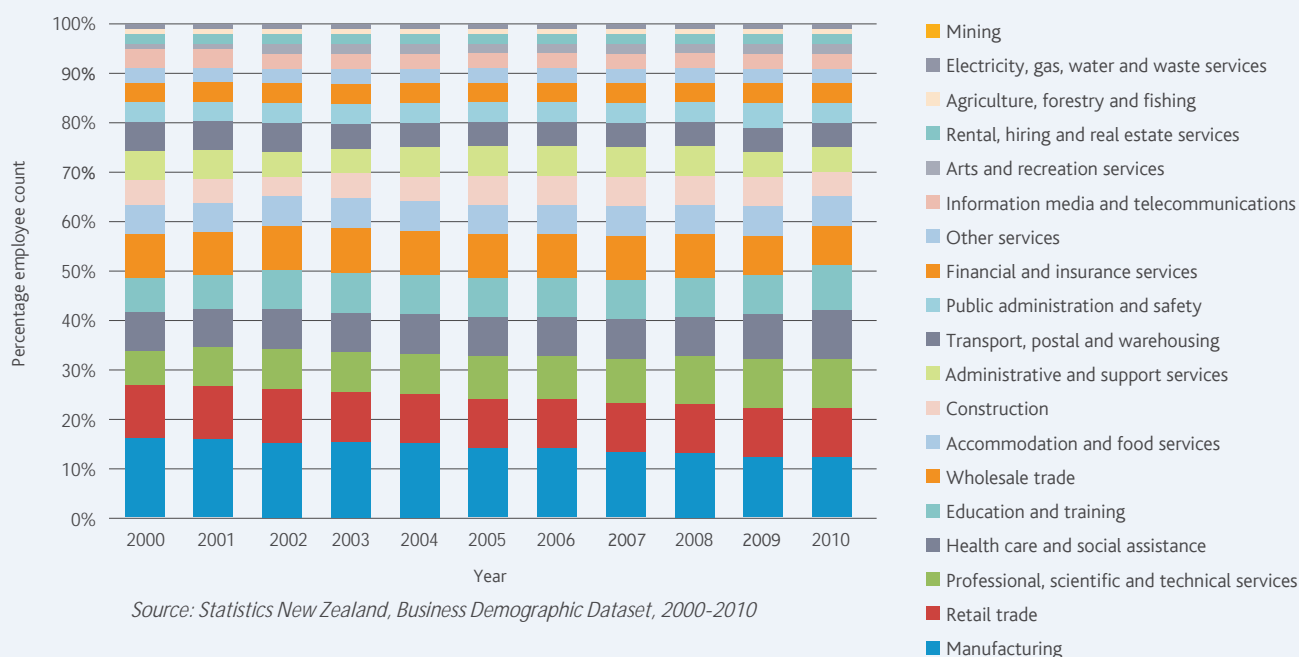
There have been some significant changes in the manufacturing sector within East Tāmaki Business

Precinct between 2000 and 2010; Table 2 (on page 18) illustrates this change. The largest change has been an increase in medical and surgical equipment manufacturing in the west of the precinct, and is due to Fisher & Paykel Healthcare’s manufacturing plant being located within East Tāmaki. The significant decrease in whiteware appliance manufacturing was due to a gradual decrease in employment at Fisher & Paykel’s manufacturing facilities. This process was punctuated by a restructuring of the entire facility in 2007.

Overall through this process Fisher & Paykel decreased its workforce by 714 employees. The second largest decrease in manufacturing was due to Quality Bakers reducing its employee count by 290 over the 10 year period. These changes are similar to the other employment changes shown in Table 2 (on page 18), where many of the large changes in employment counts are because of the employment decisions of a relatively small number of large firms.

Many of the changes that have occurred within the sector have been due to firms located within the central area, as this is the most established area of business activity within the precinct.

Figure 7: Changes in Auckland’s industrial structure of employment, 2000-2010 (economic analysis June 2011)



12 New Zealand Trade & Enterprise, Manufacturing +, November 2006.

Table 2: Net change in manufacturing activity across the East Tāmaki Business Precinct, 2000-2010

Manufacturing industry (taken from 6-digit ANZSIC code)	Business count 2010	Change in business	Employee count 2010	Change in employee
		Count 2000-2010		Count 2000-2010
Ten largest contributors to sector growth				
Medical and surgical equipment manufacturing	1	0	760	1760
Other machinery and equipment manufacturing n.e.c.	36	2	438	230
Glass and glass product manufacturing	3	3	230	230
Other food products manufacturing n.e.c.	8	2	628	202
Soft drink, cordial and syrup manufacturing	5	2	346	156
Printing	26	3	425	149
Other specialised machinery and equipment manufacturing	7	5	155	140
Human pharmaceutical and medicinal product manufacturing	2	2	110	110
Rigid and semi rigid polymer product manufacturing	19	7	250	99
Architectural aluminium product manufacturing	12	8	124	95
Ten largest detractors from sector growth				
Whiteware appliance manufacturing	2	-1	586	-714
Bread manufacturing (factory-based)	3	0	170	-290
Polymer film and sheet packaging material manufacturing	2	-1	65	-160
Other domestic appliance manufacturing	1	0	0	-160
Spring and wire product manufacturing	7	1	240	-155
Other basic non-ferrous metal product manufacturing	1	0	9	-111
Machine tool and parts manufacturing	12	-3	89	-74
Wooden furniture and upholstered seat manufacturing	12	-1	219	-71
Metal roof and guttering manufacturing (except aluminium)	2	-1	26	-39
Structural steel fabricating	13	0	98	-31

Source: Statistics New Zealand, Business Demographic Dataset, 2010

3.5 Intensification of business land

Opportunities to increase business land are primarily through the redevelopment of brownfield sites located in mature industrial areas. Intensification of existing dedicated business areas is essential to provide for employment growth in technology focused high value-added businesses. Ensuring the future success and contribution of business precincts to the changing Auckland economy requires that our precincts undergo development and change to maintain and expand their competitive advantages within this new economy.

Brownfield sites are those which are significantly underutilised in terms of building improvements

and could be redeveloped into a higher use. There are few brownfield sites in East Tāmaki compared to more established older industrial precincts such as Penrose. However, a limit to the available greenfield land in East Tāmaki will result in brownfield land redevelopment to support growth.

Given the capacity and take up trends for greenfield land, a significant amount of intensification and brownfield development is not expected until 2020 but after that, especially in a 'high take up scenario', the emphasis for new development will gradually shift onto the redevelopment of existing premises and the take up of brownfield land¹³.



A large percentage of workers within East Tāmaki come from within a 5km travel distance.

¹³ CBRE, *East Tāmaki Industrial Property Market Analysis*, April 2012.



Good access to key transport routes to the airport and port make East Tāmaki an ideal home for logistics companies.

4. Planning for the future

4.1 Planning for East Tāmaki

4.1.1 Auckland's Economic Development Strategy

The Economic Development Strategy is the first of a suite of core strategies being developed to help deliver the Auckland Plan. The Economic Development Strategy has ambitious economic goals that include increasing Auckland's annual average regional exports, real GDP, and productivity. To achieve this, the strategy proposes five strategic directions and four cross-cutting themes to focus efforts.

Strategic directions:

- a business-friendly and well-functioning city
- an innovation hub of the Asia-Pacific region
- internationally connected and export driven
- investing in people to grow skills and local workforce
- a vibrant, creative world city.

Cross-cutting themes:

- creating a sustainable eco economy
- facilitating an iwi/Māori economic powerhouse
- developing and enhancing an innovative rural and maritime economy
- supporting a diverse ethnic economy.

4.1.2 The Auckland Plan

The Auckland Plan is the strategy to make Auckland the world’s most liveable city. This plan will have a major impact on Aucklanders’ lives over the next 30 years. It will shape where we live and work and the transport we use.

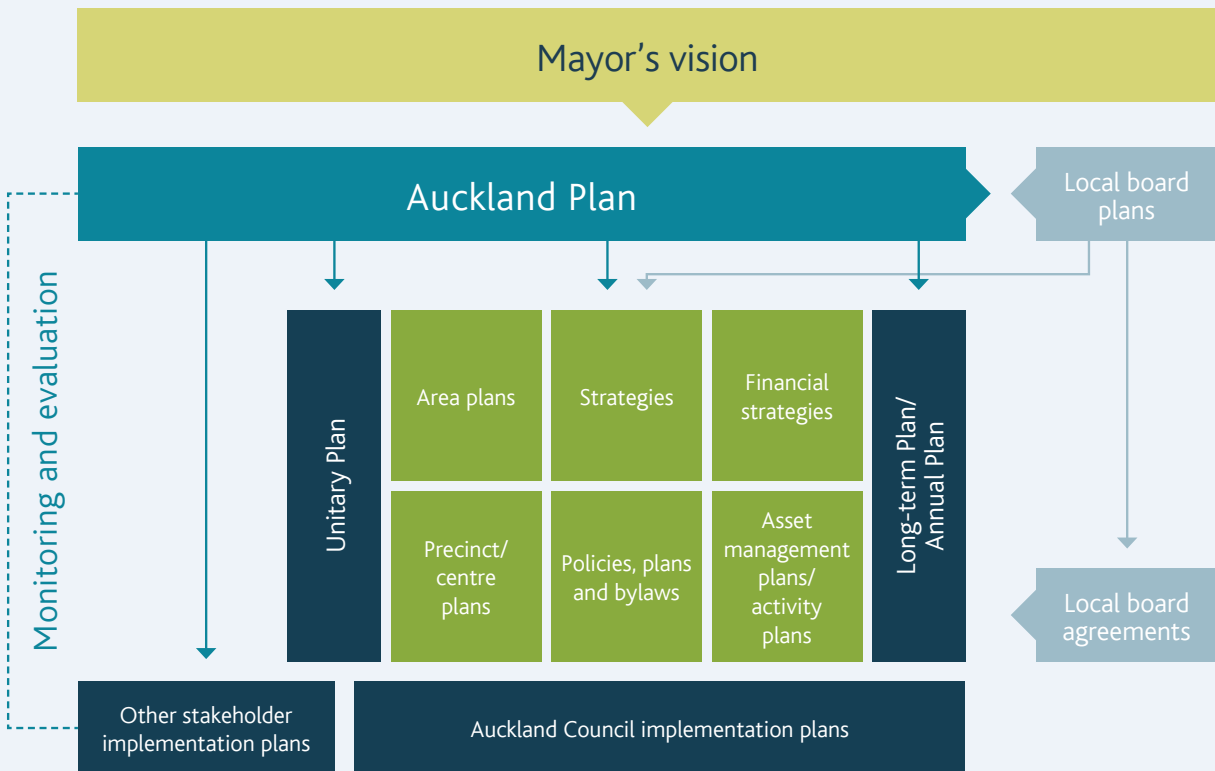
The Auckland Plan’s horizon stretches to 2040. It must therefore be flexible and responsive to shifting dynamics within NZ and globally. The relationship of the Auckland Plan to place-based plans, such as East Tāmaki Business Precinct Plan is expressed in Figure 8 below.

4.1.3 The Auckland Unitary Plan

The Auckland Unitary Plan will be the resource management plan for the Auckland region. Providing consistency and simplified rules, it will replace the existing district and regional plans and policies of the former city and district councils and regional council, with the exception of the recently approved Hauraki Gulf Islands District Plan.

The Unitary Plan will be the principal regulatory tool to implement the Auckland Plan.

Figure 8: Auckland Council’s Strategic Framework



4.1.4 Area and precinct plans

Auckland Council is embarking on a programme to develop 21 area plans. Area plans are based on the same geographic areas as local boards. They will:

- help to implement the directions and outcomes of the Auckland Plan at a local level
- reflect local aspirations such as those included in local board plans (where these are consistent with the direction set by the Auckland Plan)
- provide strategic direction to progressively inform policies and rules of the new Unitary Plan which will eventually replace the existing regional and district plans of the former councils
- inform future versions of the long-term plan (which determines council spending over a 10-year period). This will enable the council to prioritise and budget for projects to achieve area plan goals.

Area plans will analyse local issues, challenges and opportunities.

Precinct plans provide a guiding framework for locations within a larger area plan that would benefit from more detailed planning and identification of opportunities and actions owing to the precinct being of strategic importance to the region or part of the region within which it is situated. Suitable subjects for a precinct plan include areas likely to experience significant growth or transformational change, such as a town centre, or transport corridor and significant commercial/ industrial locations, such as East Tāmaki.

4.2 Consultation

Extensive consultation with key stakeholders and the wider community was undertaken between 2011 and 2012 to develop the plan. Key components of the consultation included:

- two engagement events with the wider East Tāmaki business community with over 50 stakeholders taking part. The subjects of discussion were zoning and land availability, broadband, infrastructure capacity, connectivity, skills and training, regulatory environment and beautification and amenities
- a property owners' forum to discuss land availability and zoning in the precinct
- a forum to discuss the specific issues and opportunities in the Burswood commercial area

- review and feedback from the Howick and Ōtara-Papatoetoe Local Boards
- three planning and visioning exercises undertaken by the council project team.

Based on the feedback received, council officers developed the draft business precinct plan. The release of this draft plan for public consultation was agreed by the Howick and Ōtara-Papatoetoe Local Boards and the Regional Development and Operations Committee in April and May 2012.

Throughout June 2012, Auckland Council sought feedback from local businesses, property owners and other key stakeholders on the draft East Tāmaki Business Precinct Plan. Consultation events included:

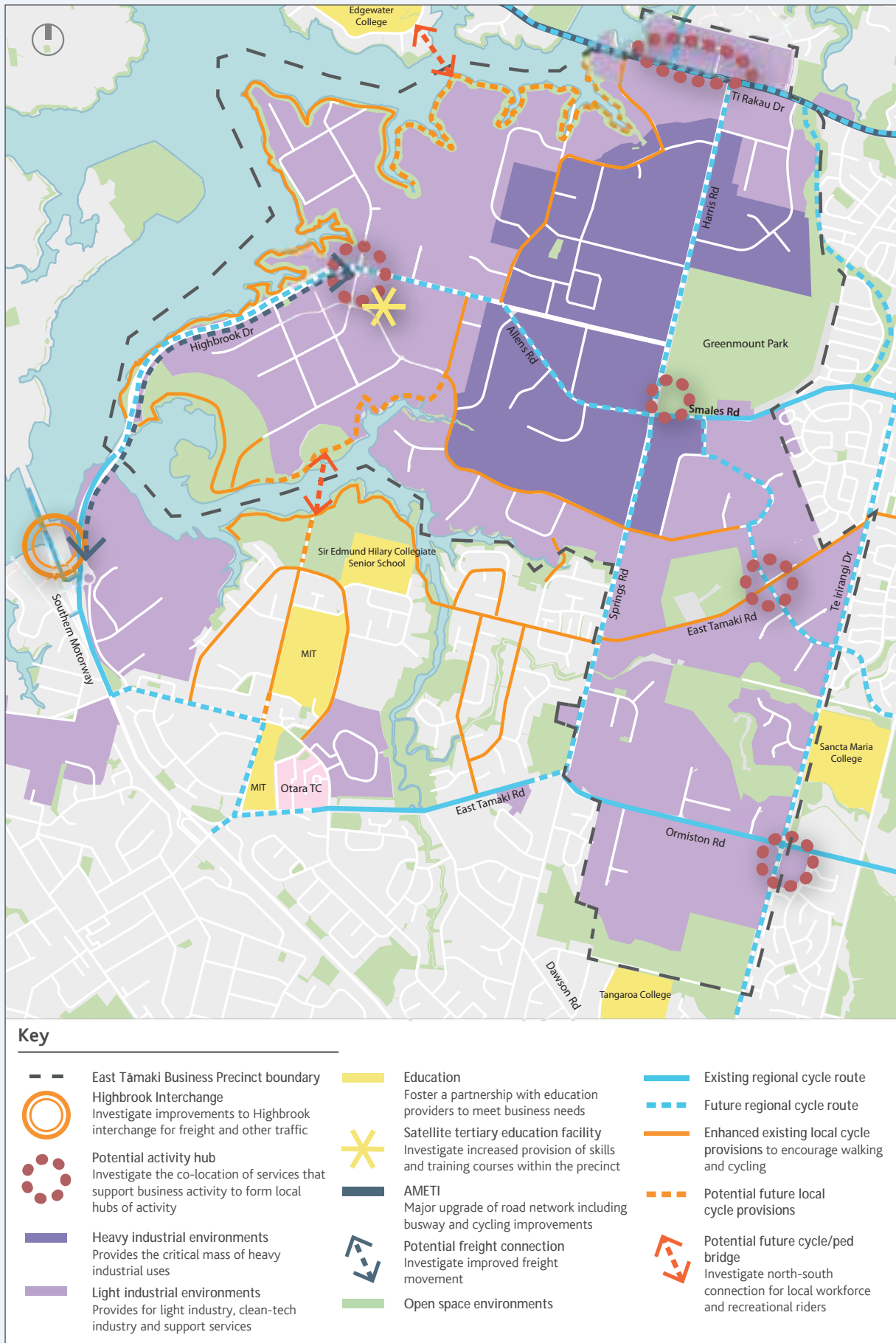
- a public open evening hosted by BNZ
- a business show-case event for local businesses hosted by Greater East Tāmaki Business Association (GETBA)
- a series of face-to-face discussions between key stakeholders and council officers.

Based on the feedback received, and subsequent review of the feedback by the project working party, the East Tāmaki Business Precinct Plan has been updated and finalised.

4.3 A sustainable future

Key to the future success of East Tāmaki will be the precinct's ability to be innovative and forward thinking so that the area is at the forefront of research and technology-based industrial activities. This will involve creating and maintaining an environment that allows innovation to thrive. Components of this include crafting the spaces, facilities and networks which allow people and research to mingle, designing adaptable buildings to allow for the continual reinvention of space and encourage new businesses to locate in the precinct, and reinforcing the reputation of the precinct as New Zealand's hub of high-value, export-focused manufacturing through establishing a strong identity and brand.

Figure 9: East Tāmaki Business Precinct Plan



5. East Tāmaki 2041

5.1 Vision

Based on research, analysis and consultation feedback the long-term vision for East Tāmaki is that:

“East Tāmaki is a diverse, innovative and sustainable hub of high value manufacturing, with a productive industrial workforce, and is the driver of growing export capability and markets”.

5.2 Outcomes for the East Tāmaki business precinct

The aim of the East Tāmaki 2041 framework is to guide and plan for future growth and sustainability.

East Tāmaki 2041 is expected to help deliver the following outcomes listed below.

These outcomes have been grouped in the next section under broad topic headings.

Outcomes for the East Tāmaki business precinct

- ▶ development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses
- ▶ infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered
- ▶ international export markets are identified and accessed
- ▶ business management capability is expanded through targeted business support programmes
- ▶ existing international networks are identified and developed to facilitate growth in export capacity
- ▶ businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market
- ▶ a partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employers is met
- ▶ the majority of the workforce continue to live locally¹⁴
- ▶ sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other uses. Impacts on the natural environment are reduced
- ▶ land uses in East Tāmaki underpin business to business activity and growth
- ▶ development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate
- ▶ connections are provided that promote business to business activities and land uses both within the precinct and beyond
- ▶ the efficient movement of both goods and people is facilitated
- ▶ an environment that is attractive for businesses to locate and employees to work.

14 Living locally is defined as living within the 10km radius identified in figure 4 on page 13.



Lion have made East Tāmaki the home of their state-of-the-art brewery and beverage manufacturing and warehousing facility 'The Pride'.

6. Issues and opportunities

6.1 Business growth and employment

6.1.1 Outcome

Development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses.

6.1.2 Stakeholder comments

- That the area retains its focus as a manufacturing/export hub with supply chain and support services in the same precinct.
- Would like to see more businesses capitalise on technology and research and development.
- Auckland Council to provide incentives – rebates, lowered development contributions, easier and more efficient/cost effective consenting process.

6.1.3 Discussion

East Tāmaki is situated in a key strategic location with links to the airport, port, central city, other business areas in the southern Auckland region and has road links to the south, Hamilton and Ports of Tauranga.

Sixteen of the 20 top activities in the precinct are within the following four sectors: manufacturing, wholesale trade, administrative and support services and professional scientific and technical services with a significant employment activity in heavy and civil engineering construction. There has been a general growth trend over the last 10 years (2000-2010) in administrative and support services, wholesale trade, professional, scientific and technical services and manufacturing. The period 2009-2010 has seen a significantly lower rate (0 per cent) of growth than the annual average (4.9 per cent).

Employment growth has continued to increase steadily over the last 10 years (2000-2010) experiencing a net increase of 10,446 (61 per cent) employees equating to an average annual growth rate of 4.9 per cent.

The business precinct draws 70 per cent of its existing employment base from within a 10km radius.

6.1.4 Issues and opportunities

East Tāmaki has the highest concentration and number of large manufacturing businesses within the region. There is a high degree of export activity with many firms operating business to business. There are opportunities to support future business growth through improved export capability, innovation and new product development.

The precinct faces competition from business areas such as the airport and Penrose in attracting new business and employment opportunities to the precinct. The precinct has already seen the continued move of low-tech manufacturing businesses off shore where manufacturing is cheaper.

There is an opportunity to create a strong brand for East Tāmaki that reinforces the export capability and economic significance of the precinct whilst identifying the area as an attractive location for businesses to locate and for employees to live and work locally.

Traditionally, East Tāmaki has been competitive in attracting businesses to locate here because of the availability of lower-priced land and its strategic location and accessibility to markets. As competition increases, the opportunity exists to introduce incentives such as stream-lined processes for the consenting of business development or rebates that facilitate the competitiveness of Auckland businesses against off-shore markets.

6.2 Infrastructure

6.2.1 Outcome

Infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered.

6.2.2 Stakeholder comments

- Ensure essential infrastructure services are in place.
- That infrastructure supports anticipated growth.
- Introduce sustainable approaches to reduce the impact of development on the services i.e. stormwater.
- 'World-class' fibre broadband connectivity in precinct.

6.2.3 Discussion

Historically there has been under investment in infrastructure across the Auckland region. The Auckland Plan realises the opportunity to improve the delivery and sequencing of infrastructure with land use to serve future projected growth.

East Tāmaki is a significant growth area that is integral for Auckland's economy and it is imperative that the provision of infrastructure doesn't restrict growth. Provision of the right infrastructure can be a powerful tool to shape positive growth.

There is also the need for resilient infrastructure systems across all the lifeline utility networks to mitigate the risk that any singular failure could produce. While the provision of the right infrastructure is important it is also important that East Tāmaki develops using innovative sustainable technologies to become more resilient and less reliant on external infrastructure services.

Broadband: East Tāmaki is a priority one area for Ultrafast Broadband (UFB) rollout. East Tāmaki recipients need to be prepared for the opportunities and services that fibre will provide. Auckland Council is collaborating with Chorus and Crown Fibre Holdings through stakeholder engagement to help Auckland prepare for UFB services.

Energy – Power and Gas: The precinct has a number of existing gas pipelines and electrical substation routes running through it. These include the Rotowaro-East Tāmaki Gas Pipeline and the Brown Hill Substation to Ōtāhuhu substation underground tunnel. In addition to these, designations exist for gas transmission purposes, and electrical works substations. This suggests that the precinct is well served in regards to its energy supply to allow industry to operate in the precinct.

Water: The area is supplied with water via the contiguous metropolitan water supply network; local upgrades will be needed to support growth. Water infrastructure networks are best depicted as having fixed catchments and capacities which can only be expanded by significant investment.

Wastewater development restrictions are in place until further notice (the bulk of these restrictions apply to the southeast for the study area).

6.2.4 Issues and opportunities

Planning for the future: It is recommended that any future planning for the area identifies the existing infrastructure assets and corridors (e.g. the National Grid) to determine possible areas of land use conflict. In addition, the council could engage with infrastructure providers to both co-ordinate any necessary investment in the area (which results from the council's planning) and determine possible interventions to resolve conflicts between the council's planning aims and the assets owned by these providers.

Mapping: There is a need to identify via maps critical infrastructure and give special recognition and priority to these networks. This will provide a focus for the utility supplier and certainty for businesses and investors.

6.3 Business capability and exports

6.3.1 Outcomes

- International export markets are identified and accessed.
- Business management capability is expanded through targeted business support programmes.
- Existing international networks are identified and developed to facilitate growth in export capacity.
- Businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market.

6.3.2 Stakeholder comments

- East Tāmaki needs to respond to the risks and conditions in the local and global economy.
- Undertake website marketing to receive queries and offers (via the website and other sources) from New Zealand and overseas companies and to pass these on to the appropriate members.
- Undertake website marketing to promote and ensure the GETBA website provides on-going opportunities for members to showcase their products and services.
- Provide information to businesses concerning the business support and grants available.
- To attract and retain export led and high added value businesses, while making good use of the unique employee base that exists in surrounding suburbs. To substantially grow the output of the GETBA over the next 20 years.
- Provide a future hub for diverse businesses from IT services to marine and retaining the manufacturing focus with export capability and employment opportunities within an attractive sustainable environment.
- Focus on export capability and creation of employment opportunities.
- Ideal industry is an export led type industry with central government support.

6.3.3 Discussion

Within East Tāmaki, manufacturing industries provide 37 per cent of the employment making it the largest industry for employment within the precinct. Manufacturing firms generally export their goods out of the country or region. Targeting and securing international export markets is key to growing these local industries.

At present 78 per cent of the businesses are small to medium-sized enterprises employing less than 20 people. These businesses may be more vulnerable than the larger businesses and may need more business support such as mentoring and better access to grants and loans to enable growth.

Generally the largest businesses within the precinct are geared towards serving both national and overseas export demands, taking advantage of the precinct's locality to motorways to link them to the Auckland Ports and Airport.

Currently GETBA is providing support to local businesses, facilitating business to business relationships, connecting local business with support services and promoting the area to local and international markets through their website.

Over time, the precinct may come under pressure to transition to higher value-added land uses, as business services become intensified within the Auckland economy. Within this shift there are anticipated skills shortages and this may limit business growth and capacity.

6.3.4 Issues and opportunities

- There is an opportunity to work closer with business support agencies such as the Regional Economic Development Delivery Agency and New Zealand Trade and Enterprise to further grow the international market.
- There is the opportunity to develop links with expatriate associations to facilitate business growth and for businesses to link into investment fund networks.
- Another limiting factor for business capability is the local skill shortage, this is discussed in section 6.4.

6.4 Skills, training and workforce

6.4.1 Outcomes

- A partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employers is met.
- The majority of the workforce continues to live locally¹⁵.

6.4.2 Stakeholder comments

- Establish an innovation hub to see more businesses capitalise on technology and research and development.
- Develop partnerships with primary, secondary and tertiary institutes and local businesses.
- Work with local government to secure increased funding for apprenticeship programmes.
- Education and training providers to tailor courses time and length to suit the workforce i.e. night classes, short courses.
- Capture importance of technology transfer.
- Encourage and promote career profiling.

6.4.3 Discussion

East Tāmaki is an area of primarily manufacturing businesses. Traditionally manufacturing has required many low skilled jobs, however the area is moving towards producing higher value goods as well as many bespoke pieces. In some cases runs are as short as two to three items. The impact on the shop floor employees means they have to have greater knowledge, training and understanding of the basic products, processes and chemistry.

Management and technical staff require more knowledge and skills to manage the design of the factory and the work flows, including more sophisticated data collection for viability of the organisation.

Marketing personnel also need to be highly skilled to effectively promote the range of products their companies produce. To ensure the on-going productivity and growth of businesses in the precinct, skills and training deficits will need to be addressed.

In the East Tāmaki area there is a satellite MIT campus that provides a range of short courses on businesses, computer skills and logistics. There are also other tertiary institutes available in Ōtara or Manukau. As the majority of the workforce lives locally¹⁵ these institutes are easily accessible.

6.4.4 Issues and opportunities

Education and Training Providers: With many institutes within close proximity to East Tāmaki, and one within East Tāmaki, there is an opportunity for these institutes to provide the education and training the workforce needs. At present there is a disconnect between the courses provided and the needs of the local businesses. There is an opportunity for these institutes to broaden their range of courses and tailor them to better service the local businesses. This may need to be the subject of regular review to respond to the changing business environment.

Technology transfer is another area of opportunity. This would facilitate the sharing of knowledge between the education provider and businesses. Similarly, there is also an opportunity to undertake career profiling to promote jobs locally to attract young people leaving education.

6.5 Sustainable growth

6.5.1 Outcome

Sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other uses. Impacts on the natural environment are reduced.

6.5.2 Stakeholder comments

- Recycling facilities for commercial uses.
- Limited availability of land for future growth.
- Redevelopment should be encouraged as it will lead to higher capital values.

6.5.3 Discussion

East Tāmaki has the potential to be an industry leader by being a sustainable business precinct through its protection of its unique natural environment, being more resilient and having lower operational costs.

Sustainable waste management: Commercial manufacturers can produce large amounts of waste. Some of the waste is recyclable, some is suitable for landfill and some is hazardous. Currently there is no recycling for commercial properties in the area and no communal waste collection areas. There is the potential for business owners to collectively manage their waste sustainably with innovative recycling procedures and hazardous waste collections.

Sustainable building design and construction: New buildings and redeveloped buildings present a significant opportunity to use innovative technologies to reduce the demands on energy and water consumption and lower operational costs. These buildings can be used to showcase new technologies and to make East Tāmaki an example of sustainable manufacturing practices. Sustainable building technologies should be encouraged and also a consent requirement.

Sustainable water solutions: Low impact design reduces demands for water use and reduces the pressure on the stormwater system protecting the environment. Innovative solutions for water should be encouraged in both the public and private realms.

6.5.4 Issues and opportunities

GETBA initiatives: There is an opportunity for the GETBA with the support of the council to develop a precinct recycling programme.

Self-policing: Local businesses have the opportunity to self-police issues like pollution and untidy yards. This could be facilitated through the business association or the provision of a hotline phone number to report un-complying businesses.

Auckland Council enforcement: There are various bylaws in place regarding pollution and waste disposal. There is an opportunity for council to better enforce these bylaws. There is also the opportunity for council to offer incentives for sustainable building designs.

¹⁵ Living locally is defined as living within the 10km radius identified in figure 4 on page 13.

6.6 Land use and economic activity

6.6.1 Outcomes

- Land uses in East Tāmaki underpin business to business activity and growth.
- Development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate.
- The Unitary Plan reflects planning outcomes sought by the East Tāmaki Business Precinct Plan.

6.6.2 Stakeholder comments

- There needs to be a tightening of activities allowed in the precinct to prevent the spread of retail and the loss of valuable industrial land.
- Keep retail at fringes of precinct so industrial uses aren't pushed out.
- Rules should be updated and modernised.

6.6.3 Discussion

The area is well served by appropriate land zonings within the Operative District Plan, which have been tailored to facilitate general business and industrial/manufacturing business activities whilst maintaining a reasonable degree of amenity. The Unitary Plan is however currently being developed to replace the district plan in the next few years. It is imperative that the Unitary Plan reflects the planning outcomes sought by the East Tāmaki Business Precinct Plan.

The size of the area has enabled a critical mass to develop in terms of co-locational business opportunities to provide efficient support for continued growth.

The area has room for further growth, particularly around the primarily Goodman Group and Fisher Trust owned Highbrook.

The forecast regional shortage of Group 1/LEIA land and thus its value as a resource means that industrial zoned land within the East Tāmaki Business Precinct should be protected against the encroachment of general business and retail uses.

The Business 5 zone applied to mixed areas of light and medium industry, offices, and a limited range of retailing activity. It is recognised that with increasing use of better technology and management practices the effects of industrial and manufacturing activities are compatible with or similar to a range of retailing and other activities.

The Unitary Plan with its new zonings for the ETBP area – must reflect the outcomes sought within the ETBP Plan. It must ensure clear and robust objectives and policies to provide for and support industrial activity. It must protect valued industrial zoning – thereby maintaining the critical mass of industrial zoned land. It must also ensure that the Unitary Plan provides for strong local area planning (LAP).

6.6.4 Issues and opportunities

A review of business land provisions is being undertaken as part of the development of the Unitary Plan. The review will outline the council's preferred approach to protecting and consenting and controlling activity within business environments. This represents a major opportunity to influence the direction of planning policy in relation to business land during the lifetime of this precinct plan. Specific opportunities exist to determine how industrial and manufacturing uses will be supported and protected within East Tāmaki and what range of support services are appropriate for the precinct, including determination on existing uses within the precinct, such as retail.

6.7 Transport integrated networks

6.7.1 Outcome

- Connections are provided that promote business to business activities and land uses both within the precinct and beyond.
- The efficient movement of both goods and people is facilitated.

6.7.2 Stakeholder comments

- Improve Highbrook Interchange.
- Fast track the AMETI project.
- Develop a transport plan.
- Carry out a travel demand management plan.
- Develop a Southern industrial link ring road connecting Wiri, Māngere, Penrose, Ōtāhuhu.
- Freight lane on the approach to Highbrook Interchange.
- More walking and cycling options.
- Better cycle routes that don't compromise freight corridors.
- More buses on better routes that are connected to employment hubs at appropriate times.
- Introduce trains to the area – public transport and freight.
- Improve bus provisions along Ti Rakau Drive.
- More frequent bus services from worker population areas e.g. Ōtara, Māngere, Manurewa, Mt Wellington.

6.7.3 Discussion

The East Tāmaki Business Precinct is bounded, at its southern and northern edges, by State Highway 1 and Ti Rakau Drive which allows for high connectivity through the road network. In terms of traffic, an additional 15,000 workers will occupy the precinct once the Highbrook Business Park is completed. The Highbrook precinct has one of the three highest inflows of commuters in the Auckland region (NZ Statistics, 2006). There are two distinct requirements for transport provision in the area; for the workforce and businesses.

Stakeholders have expressed the need for greater business to business connectivity both locally and sub regionally. This is primarily referring to the movement of freight which is currently road only. A Port Accessibility Study, commissioned by Auckland Transport and Auckland Council and a North Island Freight Study, commissioned by NZTA and the Ministry of Transport, are currently being undertaken and these studies will help to inform the understanding and needs associated with freight movement in this part of Auckland.

Initial accessibility reviews show that the worker population has a high dependence on car travel. Initial studies also indicate that there are few pedestrians and cyclists. Bus services are dispersed with some reasonable 'peak-time' only services from the south and west. Transfer between buses is required at Botany for travel from the north, there is some disjointed connection between bus and train, and shift workers remain generally un-catered to.

6.7.4 Issues and opportunities

Travel demand management: The existing road network and corridors are sufficient for existing demands. However as the area develops so too will the demand. To provide an efficient network it needs to be safe, permeable, legible and have the appropriate road capacity.

It is important that any further demand be planned and catered for. Tools such as workplace travel plans can be used to make the network more efficient by reducing the reliance on private vehicles.

Connections to other businesses are critical for the viability of East Tāmaki. There is an opportunity to better provide better connectivity locally and between other business precincts. This will aid the businesses to be more productive and profitable.

Walking and cycling: Existing walking and cycling counts are low and this is partially due to the lack of high quality safe facilities. Access into the area is confined by major arterials where there are a large number of heavy vehicles. There is the provision for cycle lanes along some arterials but many of these stop short. The high number of heavy vehicles deters many cyclists from using on road cycle lanes. There is an opportunity to enhance the walking and cycling environment to encourage high counts.

Public transport: The area is currently serviced by many bus routes with some commuters connecting from the Panmure train station. However the existing public transport provision is not meeting the needs of the work force. In 2006 bus trips were 6.9 per cent of the commuting trips. Today's bus service provides partial coverage for the precinct with some services requiring short walks to most of the area but offer low levels of frequency; others provide good service but long walking distances in residential catchments. All services are planned for a standard working day, leaving a paucity of public transport access for 'out of hours' shift workers.

The challenge is that the existing demand is insufficient to provide more frequent services for longer hours. As surrounding areas such as Ormiston develop they will provide more viability for better bus service, however there may be opportunities to make the existing network more efficient. Until the level of services increases it will not be able to compete with the comfort of the private vehicle.

Private vehicle: Private vehicle use is the most common means for getting to work; this is largely due to the convenience it brings and the ample parking provisions within the precinct. Ridesharing could be an option to minimise private vehicle use. Forty-two per cent of people surveyed by Flow expressed an interest in finding out more about ride sharing.

6.8 Quality of the business environment

6.8.1 Outcome

An environment that is attractive for businesses to locate and employees to work.

6.8.2 Stakeholder comments

- Harris/Springs/Allens Road should provide a centre to the precinct with supporting amenities.
- Beautification of the roads through planting and controls over signage.
- Messy and polluting businesses should be brought into line.
- New social amenities such as gyms, recreation centres, childcare facilities be provided.
- Increase safety and encourage walking and cycling i.e. murals, signage, footpath repairs.
- Maximise value of existing open space.
- Lack of bus stops with seats and shelters.

6.8.3 Discussion

Visual amenity, physical amenities and the natural environment all contribute to the quality of the business environment.

East Tāmaki is adjacent to a sensitive coastal environment which, if protected, can add significant amenity value to the area. Manufacturing businesses often have toxic waste which if not dealt with correctly could lead to significant adverse effects on the natural environment.

As the precinct is regionally significant it is important that it maintains high visual amenity to attract customers, investors and workforce. Careful considerations should be given to the treatment of gateway areas, roads, built form and even private property. Landscaping can be used to enhance open space areas and to screen or soften the appearances of the large warehouses and storage yards.

There are a range of open spaces in the precinct from the esplanade reserves along the coastline to the Highbrook Crater that offer views of the Ōtara Lake to Murphy's Bush that holds ecological value whilst Hampton Park is a heritage site. All of the spaces provide for various people in the community and are at different levels of development. Many of these spaces are on the periphery of the precinct leaving the central area mostly void of open space.

Physical amenities support the viability of an area, these amenities must provide for the workers as well as the local businesses. As the area grows it will have increasing demand for larger facilities such as day care centres, gyms and hotel and conference facilities. In East Tāmaki there are many bus stops, many of these have no shelters or seats and some even have outdated timetable information.

There are several volunteer groups from local businesses, schools, churches and other organisations that work in the community, undertaking rubbish collections and planting days.

6.8.4 Issues and opportunities

Improved streetscape: The existing streetscapes in East Tāmaki lack planting and are overcrowded with signs, there is an opportunity to enhance the streetscapes in East Tāmaki through additional landscaping and controls around signage. Improvements to the streetscape can also aid the legibility of the precincts through different treatments. This will improve visitor experience of the precinct.

Quality open space networks: Open Space Networks provide for a range of activities from walking and cycling to organised and passive recreational activities. There is an opportunity to develop the existing spaces into a network of high-quality open spaces.

Coastal edge: There is a potential to further protect and develop the coastal edge to provide a high quality open space and green link. This space could be used for passive recreation, a walking/cycling route to work and as a green buffer to protect the estuary.

Views across to headlands and water could be utilised to provide a unique sense of place. Any development along this edge should be carefully considered.

Development controls and bylaws: Bylaws are a useful tool to ensure the quality of visual amenity and the protection of the natural environment.

Existing bylaws relating to discharge, signage and tidiness of yards are either not sufficient or not being enforced. These need to be reviewed.

Precinct centre: The development of a centre to the precinct could improve legibility and provide amenities for the local workforce. This would be a place for retail and high quality streetscape environment that would service the local business community. This is already developing at the Highbrook Drive/Business Parade intersection. An additional location could be at the intersection of Harris/Springs/Allens Road as it is centrally located and easily accessible and/or along the Ti Rakau Drive corridor.

Local amenities: Providing better local amenities will support business growth, create a more self-sufficient and sustainable precinct and make East Tāmaki a more desirable place to work. At present there is a demand for more local amenities to service the business community. These range from bus shelters for commuting workers to hotel and conference facilities for corporate functions.

Encouraging volunteers: There is currently a high level of volunteers that are contributing to the community and helping to make East Tāmaki more attractive. It is important that this culture is fostered and valued.



Quality building design has contributed to the attractiveness of East Tāmaki.

7. High-level actions

7.1 High-level actions

A series of high-level actions have been identified from the research into the issues and opportunities affecting the precinct and from the feedback received from key stakeholders and the wider business community. These high-level actions outline a range of activities or tasks that will support the delivery of the overall vision and desired outcomes within the East Tāmaki Business Precinct.

Following the conclusion of the forthcoming consultation period, these high-level actions will be agreed by, and ownership of these actions assigned to, Auckland Council, its council-controlled organisations, the Howick and Ōtara-Papatoetoe Local Boards and any other relevant stakeholders.

Table 3: High-level actions

Themes for precinct plan	Outcomes	High-level actions
Business growth and employment	<ul style="list-style-type: none"> Development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses. 	<ul style="list-style-type: none"> Develop a marketing proposition for the identity and branding of the precinct as a vibrant industrial employment and business area. Work with stakeholders to attract investment within the precinct. Investigate involvement in competitive growth networks, sector groups and technology clusters; in conjunction with New Zealand Trade and Enterprise (NZTE), the Regional Economic Development Agency and other parties. Ensure that business-friendly regulations are introduced to optimise the conditions in which business growth can occur.
Infrastructure	<ul style="list-style-type: none"> Infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered. 	<ul style="list-style-type: none"> Ensure world-class broadband networks are rolled out across the East Tāmaki business precinct, connecting fibre 'to the factory floor'. Work with businesses to ensure the provision of services are designed to support business capacity and allow for escalating growth in demand. Work with providers to ensure that quality, reliable and continuous services are delivered. Work with businesses to promote and foster improvement of infrastructure in the area (including roading, gas, water, electricity and telecommunications).
Business capability and exports	<ul style="list-style-type: none"> International export markets are identified and accessed. Business management capability is expanded through targeted business support programmes. Existing international networks are identified and developed to facilitate growth in export capacity. 	<ul style="list-style-type: none"> Encourage businesses to access Regional Economic Development Delivery Agency programmes that target overseas markets intelligence, build export capability and increase export earnings of firms. The Regional Economic Development Delivery Agency to provide business support services to help to grow the capability of businesses. Work with government agencies such as NZTE to access international facilities and arrange introductions to investors, distributors and other partners.

Themes for precinct plan	Outcomes	High-level actions
<p>Business capability and exports (continued)</p>	<ul style="list-style-type: none"> • Businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market. 	<ul style="list-style-type: none"> • Seek collaborative arrangements between local businesses or with international corporates, for example in investment, research and development, distribution or manufacturing. • Facilitate the technology transfer of intellectual property between tertiary education providers and local businesses. • Ensure that businesses in East Tāmaki are linked to innovation networks and funding regionally and nationally.
<p>Skills, training and workforce</p>	<ul style="list-style-type: none"> • A partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employees is met. • The majority of the workforce continue to live locally. 	<ul style="list-style-type: none"> • Undertake a 3 yearly audit of skills demand in the precinct in association with MIT, AUT, ITOs and schools. • Businesses and education providers to work in partnership to ensure that the local workforce has fundamental business skills (including mathematics, English and science). • Investigate increased provision of skills and training courses within the precinct, including the expansion of the satellite education facility if appropriate. • Work with schools, industry organisations, government agencies and careers advisors to inform school leavers (and graduates) about the potential opportunities in East Tāmaki and engage through opportunities, such as internships, placements and work experience. • Ensure East Tāmaki business area is linked into 'pathways to employment' schemes.

Themes for precinct plan	Outcomes	High-level actions
Sustainable growth	<ul style="list-style-type: none"> • Sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other activities. • Impacts on the natural environment are reduced. 	<ul style="list-style-type: none"> • Create a partnership between businesses to facilitate the shared resourcing of energy efficient activities. • Create a partnership between businesses for the shared resourcing of efficient waste management programmes. • Work with businesses to establish efficiencies of scale in reducing, reusing or recycling commercial waste materials or hazardous waste collection. • Educate businesses about opportunities for 'whole of life' product design and re-use, and options for effective waste management. • Work with the Energy Efficiency and Conservation Authority (EECA) and the Sustainable Business Network to educate businesses about the benefits of incorporating sustainable business practices in their strategic planning.
Land use and economic activity	<ul style="list-style-type: none"> • Land uses in East Tāmaki underpin business to business activity and growth. • Development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate. 	<ul style="list-style-type: none"> • Ensure clear and robust objectives and policies within the Unitary Plan to provide for and support industrial activity and protect the valued industrial zoning – thereby maintaining the critical mass of industrial zoned land. • Ensure strong local area planning (LAP) within the East Tāmaki Business Precinct. • Ensure that the Unitary Plan allows for a potential increase in employment density and land intensity over time, particularly in high value locations. • Ensure that technology or design-led industries be provided for in light industrial environments. • That there be provisions in the Unitary Plan that limit retail and residential uses in the precinct. • Ensure that the draft Unitary Plan's provisions are reviewed by the East Tāmaki Business Precinct Plan project team and that formal submissions are made to advocate for the outcomes sought for the area.

Themes for precinct plan	Outcomes	High-level actions
<p>Transport integrated networks</p>	<ul style="list-style-type: none"> • Connections are provided that promote business to business activities and land uses both within the precinct and beyond. • The efficient movement of both goods and people is facilitated. 	<ul style="list-style-type: none"> • Work with businesses to establish Travel Demand Management measures to facilitate alignment with public transport services. • Work with businesses to support the outcomes of the AMETI project. • Identify amenity improvements to walking and cycling connections to support the provision of public transport services. • Investigate improvements to freight movement in and out of East Tāmaki. • Identify routes for enhanced walking and cycling provision within the precinct. • Undertake a service review to ensure public transport provision maximises opportunities to serve demand and reflect work patterns.
<p>Quality of the business environment</p>	<ul style="list-style-type: none"> • An environment that is attractive for businesses to locate and employees to work. 	<ul style="list-style-type: none"> • Ensure that the Unitary Plan provides appropriate provisions for maintaining and enhancing amenity levels within the East Tāmaki Business Precinct. • Undertake an amenity and maintenance plan for the public domain within the precinct and review periodically (in order to increase amenity standards across the whole precinct). • Encourage the private sector to seek opportunities to provide support facilities within the industrial environment, potentially including business conference facilities, short stay business accommodation, banking, child-care, gyms and other services for employees. • Ensure any environmental standards, including those relating to signage, pollution and waste disposal are enforced. • Work with the business association to encourage businesses to maintain a high quality standard of their business premises. • Council and businesses work together to respond immediately to issues such as graffiti and vandalism. • Maintain a database of businesses and property owners.

7.2 Monitoring and evaluation

An implementation plan, setting out the detailed tasks required to advance the outcomes identified in the East Tāmaki Business Precinct Plan and identify those agencies leading these tasks, accompanies this plan. The tasks identified have been agreed with the relevant departmental managers and agencies and form part of the respective work programmes for these departments and agencies.

Auckland Council will be responsible for monitoring and evaluating the implementation of East Tāmaki Business Precinct Plan.



The businesses within East Tāmaki attract a range of skilled employees from around the Auckland region.



East Tāmaki has a large proportion of modern buildings with about 45 per cent of the industrial stock being Grade A, having been built since the mid 1990s (CBRE report March 2012).

8. Implementation plan

8.1 Why an implementation plan?

In June 2012, the East Tāmaki Business Precinct Plan consultation process sought feedback on the content and approach taken by the East Tāmaki Business Precinct Plan. A key item of feedback from the consultation process was that an implementation plan be developed and accompany the East Tāmaki Business Precinct Plan.

8.2 Purpose

The purpose of the implementation plan is to identify specific tasks and activities to be undertaken by the respective partner organisations and agencies who were involved in developing the East Tāmaki Business Precinct Plan. These tasks and activities will contribute to the high-level actions and support the outcomes identified in the East Tāmaki Business Precinct Plan. In agreeing to the tasks and activities identified in this implementation plan, each organisation and agency commits to the delivery of these tasks and activities within the time-frame specified. This commitment is based on the current work programmes and funding allocations of the respective organisations and agencies.

8.3 Partners

Auckland Council is pleased to have worked closely with a number of partners in developing this implementation plan. Those organisations or agencies who are ultimately responsible for the delivery of the tasks and activities described in the implementation plan will lead the delivery of particular tasks, however, the leads will be supported and partnered by other organisations and agencies who either can assist in the delivery of these tasks or who represent a key stakeholder and influencer in the process.

The organisations and agencies involved in the East Tāmaki Business Precinct Plan are:

- Auckland Council; including Howick Local Board and Ōtara-Papatoetoe Local Board, ATEED, Auckland Transport and Watercare Services Limited
- GETBA
- Highbrook Business Park Board – Goodman
- Manukau Institute of Technology (MIT)
- COMET Auckland
- 2 Degrees
- Chorus
- Telecom
- Transpower
- Vector
- Vodafone
- Energy Efficiency and Conservation Authority (EECA)
- Green Building Council.

Auckland Council would like to thank all the partners and stakeholders who took part in the development of the East Tāmaki Business Precinct Plan and implementation plan.

8.4 Format of the implementation plan

The information contained in the implementation plan comprises the high-level actions identified in the East Tāmaki Business Precinct Plan, the detailed actions identified that will contribute to the delivery of the high-level actions, the organisations and agencies with a lead or partnering role in the delivery of these detailed actions, the current status of the detailed actions and the indicative timeframe for their delivery.

8.5 Monitoring and evaluation

Auckland Council will be responsible for monitoring and evaluating the implementation of East Tāmaki Business Precinct Plan.

East Tāmaki Business Precinct Implementation Plan – business, growth and employment

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Business growth and employment Develop a marketing proposition for the identity and branding of the precinct as a vibrant industrial employment and business area.	Showcase East Tāmaki business and innovation.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
	Ensure the regional events strategy supports the external marketing of East Tāmaki.	ATEED	GETBA	To be confirmed in work programme.	✓	✓	✓	✓
	Create a special interest group with a focus on the marketing of East Tāmaki.	GETBA	Bayleys Real Estate, Highbrook – Goodman	Identified in GETBA Business Plan.	✓	✓	✓	✓
	The marketing of the Highbrook Business Park is closely aligned with the marketing of the East Tāmaki Precinct.	Highbrook – Goldman	GETBA	To be confirmed in work programme.	✓	✓	✓	✓
Business growth and employment Work with stakeholders to attract investment within the precinct.	The regional economic development agency to work with GETBA to attract investment and promote economic development in the area.	ATEED	GETBA, NZTE	Identified in GETBA Business Plan.	✓			
	Develop an economic development plan for the Industrial South.	Auckland Council – Economic Development	ATEED	To be confirmed in work programme.	✓	✓		

East Tāmaki Business Precinct Implementation Plan – business, growth and employment (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Business growth and employment Investigate involvement in competitive growth networks, sector groups and technology clusters; in conjunction with NZTE, the Regional Economic Development Agency and other parties.	Support a Howick Local Board Business Leaders Network.	Howick Local Board	ATEED	Identified in the Howick Local Board Plan.		✓		
	Provide information to businesses on opportunities for business support and networks.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
	Develop the role of East Tāmaki within the Auckland Health Innovation Cluster.	ATEED	Auckland District Health Board, Counties Manukau, GETBA	To be confirmed in work programme.		✓	✓	✓
Business growth and employment Ensure that business-friendly regulations are introduced to optimize the conditions in which business growth can occur.	Ensure that business-friendly regulations are introduced to optimise the conditions in which business growth can occur.	Auckland Council – Unitary Plan, Regional and Local Planning	Auckland Council – Economic Development, Auckland Council CCOs	In work programme – draft Unitary Plan under development.	✓			

East Tāmaki Business Precinct Implementation Plan – infrastructure

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Infrastructure Ensure world-class broadband networks are rolled out across the East Tāmaki business precinct, connecting fibre 'to the factory floor'.	WiFi expansion to public spaces in business areas, including East Tāmaki.	Auckland Council – Economic Development	GETBA	To be confirmed in work programme.	✓	✓		
	UFB Awareness broadband road show to generate demand in support of physical infrastructure rollout.	Auckland Council – Economic Development	GETBA	To be confirmed in work programme.	✓			
	Businesses to connect to their own specification.	East Tāmaki businesses		Subject to individual business requirements.	✓	✓		
Infrastructure Work with businesses to ensure the provision of services are designed to support business capacity and allow for escalating growth in demand.	Work with businesses to understand their needs in relation to infrastructure.	GETBA, ATEED	Auckland Council – Spatial Infrastructure and Strategy	To be confirmed in work programme.		✓		
	Ensure that the Unitary Plan and other strategic documents contain criteria to assess the impact of significant growth proposals and plan changes on the operation of existing infrastructure networks and future infrastructure networks.	Auckland Council – Unitary Plan, Regional and Local Planning	Auckland Council – Spatial Infrastructure and Strategy, Watercare, Vector, Chorus, Transpower, Vodafone	In work programme – draft Unitary Plan under development.	✓			

East Tāmaki Business Precinct Implementation Plan – infrastructure (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Infrastructure Work with providers to ensure that quality, reliable and continuous services are delivered.	Undertake infrastructure network planning to ensure that quality, reliable and continuous services are delivered.	Auckland Council – Spatial Infrastructure and Strategy	Watercare, Vector, Chorus, Transpower, Vodafone	Identified in the LTP.	✓			
	Establish an Auckland Infrastructure Forum in order to address water and other infrastructure issues and facilitate the co-ordination of projects.	Auckland Council – Spatial Infrastructure and Strategy	Watercare, Vector, Chorus, Transpower, Vodafone	Identified in the Auckland Plan.	✓			
	Prepare a strategic stormwater plan which will provide the appropriate regulatory and financial mechanisms to achieve improved sustainable outcomes in stormwater management.	Auckland Council – Stormwater Unit	Auckland Council – Spatial Infrastructure and Strategy	Identified in the Auckland Plan.		✓		
	Prepare a Water Strategy in conjunction with stakeholders which will provide a collaborative framework for the management of Auckland's water including the maintenance of water-related infrastructure.	Auckland Council – Air, Land, Water, Coastal Unit	Auckland Council - Stormwater Unit, Auckland Council – Spatial Infrastructure and Strategy	Identified in the Auckland Plan.		✓		

East Tāmaki Business Precinct Implementation Plan – infrastructure (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Infrastructure Work with businesses to promote and foster improvement of infrastructure in the area (including roading, gas, water, electricity and telecommunications).	Undertake stormwater and wastewater management to ensure infrastructure meets business demand.	Auckland Council – Stormwater Unit, Watercare	GETBA	Identified in the LTP.	✓	✓	✓	✓
	Undertake electricity supply and management to ensure infrastructure meets business demand.	Vector	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	Chorus	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake electricity supply and management to ensure infrastructure meets business demand.	Transpower	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	Vodafone	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	2 Degrees	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	Telecom	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – business capability and exports

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Business capability and exports</p> <p>Encourage businesses to access Regional Economic Development Delivery Agency programme that target overseas markets intelligence, build export capability and increase export earnings of firms.</p>	Develop a 'Journey to Export' Programme to help businesses build export capability.	ATEED	GETBA	In work programme and under development.	✓	✓	✓	✓
<p>Business capability and exports</p> <p>The Regional Economic Development Delivery Agency to provide business support services to help to grow the capability of businesses.</p>	Continue the Business Capability Advisor Programme to support businesses (including those in East Tāmaki).	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
	Continue the Regional Partner Network to support businesses (including those in East Tāmaki).	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
<p>Business capability and exports</p> <p>Work with government agencies such as New Zealand Trade and Enterprise (NZTE) to access international facilities and arrange introductions to investors, distributors and other partners.</p>	Develop a Sectors Engagement Strategy that supports Auckland's sector growth through work with NZTE and access to investors, distributors and other partners.	ATEED	NZTE	In work programme and under development.	✓			
<p>Business capability and exports</p> <p>Seek collaborative arrangements between local businesses or with international corporates, for example in investment, research and development, distribution or manufacturing.</p>	Develop a Foreign Direct Investment Strategy that identifies international collaboration and support for Auckland businesses.	ATEED	GETBA	In work programme and under development.	✓			

East Tāmaki Business Precinct Implementation Plan – business capability and exports (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Business capability and exports Facilitate the technology transfer of intellectual property between tertiary education providers and local businesses.	Manage and facilitate applications for research and development funding.	ATEED	MIT, AUT, GETBA	In work programme and operational.	✓	✓	✓	✓
	Continue to provide the Technology Transfer Voucher to encourage the sharing of information between education providers and businesses.	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
	Continue to work with education providers to tailor Master’s and Postgraduate programmes that support business needs and skills demand.	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
Business capability and exports Ensure that businesses in East Tāmaki are linked to innovation networks and funding regionally and nationally.	Develop an Innovation Strategy that links East Tāmaki to innovation networks and funding regionally and nationally.	ATEED	GETBA	In work programme and under development.	✓			
	Work with Advanced Technology Institute to link networks into regional and national funding sources.	ATEED	GETBA, ATI	In work programme and operational.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – skills, training and workforce

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Skills, training and workforce</p> <p>Undertake a 3 yearly audit of skills demand in the precinct in association with MIT, AUT, ITOs and schools.</p>	Work with GETBA to identify and respond to skills demand i.e. through a 3 yearly skills audit.	ATEED, COMET Auckland	GETBA, MIT, AUT, ITOs, local schools	To be confirmed in work programme.	✓	✓	✓	✓
<p>Skills, training and workforce</p> <p>Businesses and education providers work in partnership to ensure that the local workforce has fundamental business skills (including mathematics, English and science).</p>	Facilitate and manage a written agreement between MIT and GETBA that builds on the high-level actions in the precinct plan. This agreement could include third parties such as ATEED or Auckland Council and would comprise a schedule of tasks/ obligations and a timeline for their completion.	MIT, GETBA		To be confirmed in work programme.	✓	✓	✓	
	Facilitate a relationship management group comprising representatives of the various partners to be established to ensure the delivery of actions as set out in the written agreement.	MIT, GETBA		To be confirmed in work programme.	✓	✓	✓	
	That MIT's close links to secondary schools are leveraged to introduce young people into the local workforce through careers fairs/expos, the establishment of cadetship or internship programmes that introduce young people into the workforce on a day release basis whilst still at school and work with schools to improve the basic skills needed such as maths and English.	MIT	GETBA, COMET Auckland, ATEED, Youth Providers, Ōtara-Papatoetoe Local Board (Youth Connection Project Manager)	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – skills, training and workforce (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Skills, training and workforce</p> <p>Investigate increased provision of skills and training courses within the precinct, including the expansion of the satellite education facility if appropriate.</p>	The expansion of the MIT satellite facility in Highbrook Business Park and introduction of a wider range of courses, services and engagement.	MIT	GETBA	To be confirmed in work programme.		✓		
<p>Skills, training and workforce</p> <p>Work with schools, industry organisations, government agencies and careers advisors to inform school leavers (and graduates) about the potential opportunities in East Tāmaki and engage through opportunities, such as internships, placements and work experience.</p>	Continue working with businesses and schools (incl. primary) to undertake career planning with students and the long-term unemployed. Profile potential careers covering diverse skills and multiple skill sets.	COMET Auckland	GETBA, MIT, AUT, ITOs, Schools, WINZ, Youth Providers, Ōtara Papatoetoe Local Board (Youth Connection Project Manager)	To be confirmed in work programme.	✓	✓	✓	✓
<p>Skills, training and workforce</p> <p>Ensure East Tāmaki business area is linked into 'pathways to employment' schemes.</p>	Manage the transition from completing tertiary studies to entering the workforce by tailoring final year course content to suit location businesses and introducing formal placements for students in the last 6 months of their course with local businesses and ensure the new graduates receive support from MIT in the first 6 months of them entering the local workforce full-time.	MIT	GETBA	To be confirmed in work programme.		✓	✓	✓
	Maintain MIT Portal as a tool for businesses to connect with training and employment opportunities within the local community.	MIT	GETBA	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – sustainable growth

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Sustainable growth Create a partnership between businesses to facilitate the shared resourcing of energy efficient activities.	Investigate the appetite for joint business initiatives to share resources.	GETBA, Auckland Council – Spatial Infrastructure and Strategy	Packaging Council, Auckland Council	To be confirmed in work programme.	✓			
Sustainable growth Create a partnership between businesses for the shared resourcing of efficient waste management programmes.	Investigate the appetite for joint business initiatives to minimise waste.	GETBA, Auckland Council – Spatial Infrastructure and Strategy	Packaging Council, Auckland Council	To be confirmed in work programme.	✓			
Sustainable growth Work with businesses to establish efficiencies of scale in reducing, reusing or recycling commercial waste materials or hazardous waste collection.	Utilise regulations and incentives to facilitate and encourage increased energy generation through local decentralised energy systems.	Auckland Council – Spatial Infrastructure and Strategy	Central Government, Auckland Council Property Services	Identified in the Auckland Plan.	✓			
	Lead a special interest group to explore the opportunities for grey water harvesting and combined heating and power initiatives across businesses in East Tāmaki.	Auckland Council – Spatial Infrastructure and Strategy	GETBA, Stevensons Engineering	To be confirmed in work programme.	✓			
	Introduce commercial domestic waste collection in East Tāmaki.	Auckland Council – Waste Minimisation Team	Auckland Council – Spatial Infrastructure and Strategy	To be confirmed in work programme.		✓		
	Investigate the opportunity for a commercial recycling drop-off centre in East Tāmaki.	Auckland Council – Waste Minimisation Team	GETBA	To be confirmed in work programme.	✓			

East Tāmaki Business Precinct Implementation Plan – sustainable growth (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
	Develop an Energy and Climate Change Mitigation Strategy to explore policy options for road pricing, transport mode shift, electric land transport infrastructure, alternative fuels, local generation, behaviour change, carbon sequestration, waste streams, urban form and innovation.	Auckland Council – Spatial Infrastructure and Strategy	Private sector providers	Identified in the Auckland Plan.	✓			
Sustainable growth Educate businesses about opportunities for 'whole of life' produce design and re-use, and options for effective waste management.	Investigate and address the vulnerabilities faced by Auckland as a result of peak oil to help understand the impacts within a business area like East Tāmaki.	Auckland Council – Spatial Infrastructure and Strategy	NZ Refining Company, Wiri Oil Services, Central Government, Packaging Council	Identified in the Auckland Plan.	✓			
Sustainable growth Work with the Energy Efficiency and Conservation Authority (EECA) and the Sustainable Business Network to educate businesses about the benefits of incorporating sustainable business practices in their strategic planning.	Investigate opportunities for sustainable business practices in East Tāmaki.	EECA	GETBA, Auckland Council	To be confirmed in work programme.	✓	✓	✓	✓
	Investigate opportunities for sustainable building construction in East Tāmaki.	Green Building Council	GETBA, Auckland Council	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – land use and economic activity

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Land use and economic activity Ensure clear and robust objectives and policies within the Unitary Plan to provide for and support industrial activity and protect the valued industrial zoning – thereby maintaining the critical mass of industrial zoned land.	Ensure clear and robust objectives and policies within the Unitary Plan to provide for and support industrial activity and protect the valued industrial zoning.	Auckland Council – Unitary Plan, Regional and Local Planning		In work programme – draft Unitary Plan under development.	✓			
Land use and economic activity Ensure strong local area planning (LAP) within the East Tāmaki Business Precinct.	Undertake Ōtara-Papatoetoe Area Plan.	Auckland Council – Planning South, Regional and Local Planning	Ōtara-Papatoetoe Local Board	Identified in LTP.	✓			
	Undertake Howick Area Plan.	Auckland Council – Planning South, Regional and Local Planning	Howick Local Board	Identified in LTP.		✓		
Land use and economic activity Ensure that the Unitary Plan allows for a potential increase in employment density and land intensity over time, particularly in high value locations.	Ensure that the Unitary Plan allows for a potential increase in employment density and land intensity over time, particularly in high value locations.	Auckland Council – Planning South, Regional and Local Planning	Howick Local Board	Identified in LTP.		✓		
	Seek high quality tenants that provide highly skilled jobs to make best use of vacant and potential vacant land in East Tāmaki.	Bayleys Real Estate, Goodman	GETBA, other real estate agents, landowners	To be confirmed in work programme.	✓	✓	✓	✓
Land use and economic activity Ensure that technology or design-led industries be provided for in light industrial environments.	Ensure that technology or design-led industries be provided for in light industrial environments.	Auckland Council – Unitary Plan, Regional and Local Planning		In work programme – draft Unitary Plan under development.	✓			

East Tāmaki Business Precinct Implementation Plan – land use and economic activity (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Land use and economic activity</p> <p>That there be provisions in the Unitary Plan that limit retail and residential uses in the precinct.</p>	<p>That there be provisions in the Unitary Plan that limit retail and residential uses in the precinct.</p>	<p>Auckland Council – Unitary Plan, Regional and Local Planning</p>		<p>In work programme – draft Unitary Plan under development.</p>	✓			
<p>Land use and economic activity</p> <p>Ensure that the draft Unitary Plan’s provisions are reviewed by the East Tāmaki Business Precinct Plan project team and that formal submissions are made to advocate for the outcomes sought for the area.</p>	<p>Ensure that the draft Unitary Plan’s provisions are reviewed by the East Tāmaki Business Precinct Plan project team and that formal submissions are made to advocate for the outcomes sought for the area.</p>	<p>Auckland Council – Economic Development</p>	<p>Auckland Council – Unitary Plan, Regional and Local Planning</p>	<p>In work programme – draft Unitary Plan under development.</p>	✓			

East Tāmaki Business Precinct Implementation Plan – transport integrated networks

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Transport integrated networks Work with businesses to establish Travel Demand Management measures to facilitate alignment with public transport services.	Undertake a travel demand management programme and the part-funding of a Project Manager/ Travel Coordinator for East Tāmaki to respond to specific demands or issues within or connecting to the precinct.	Auckland Transport	GETBA, Howick Local Board	Identified in Regional Land Transport Programme (RLTP).	✓	✓	✓	✓
Transport integrated networks Work with businesses to support the outcomes of the AMETI project.	Undertake a travel demand management programme to provide commuters and businesses information about journey times, timetables and opportunities to travel by public transport.	Auckland Transport	GETBA	Identified in Regional Land Transport Programme (RLTP).	✓	✓		
Transport integrated networks Identify amenity improvements to walking and cycling connections to support the provision of public transport services.	Investigate the opportunities for the enhancement of the walking and cycling network within the precinct as part of regional cycling network programme.	Auckland Transport	Local boards	Identified in Regional Land Transport Programme (RLTP).		✓		
Transport integrated networks Identify routes for enhanced walking and cycling provision within the precinct.	Investigate the opportunity for pedestrian/cycle bridges over the estuary as part of regional cycling network programme.	Auckland Transport	Local boards	Identified in Regional Land Transport Programme (RLTP).		✓		
	Investigate opportunities to enhance the coastal pedestrian/cycle coastal route at Highbrook.	Auckland Council, Parks and Recreation	Local boards	To be confirmed in work programme.		✓		

East Tāmaki Business Precinct Implementation Plan – transport integrated networks (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Transport integrated networks Investigate improvements to freight movement in and out of East Tāmaki.	Investigate benefits of a dedicated freight/T2 lane along Highbrook Drive to the motorway.	Auckland Transport	NZTA, Highbrook Business Park Board, Howick Local Board	In work programme – MMEWS project under development.		✓		
	Investigate opportunities to enhance the efficiency of freight movement at the interchange with SH1 at Highbrook.	Auckland Transport	NZTA, Howick Local Board	In work programme – MMEWS project under development.	✓			
	Investigate whether Highbrook Drive via SH1 is an appropriate location for a dedicated freight route to connect between East Tāmaki and the airport.	Auckland Transport	NZTA, Howick Local Board	In work programme – MMEWS project under development.	✓			
Transport integrated networks Identify and promote the realignment of appropriate roads and intersections to improve traffic flow, access and safety.	Investigate options that provide enhanced traffic flow, access and safety for all modes at Harris/Springs/Smales intersection.	Auckland Transport	GETBA, Local boards	Identified in Regional Land Transport Programme (RLTP) as part of a Corridor Management Plan.	✓	✓		
	Investigate options that provide enhanced traffic flow, access and safety for all modes at Ormiston/East Tāmaki intersection.	Auckland Transport	GETBA, Local boards	Identified in Regional Land Transport Programme (RLTP) as part of a Corridor Management Plan.	✓	✓		
	Investigate options that provide enhanced traffic flow, access and safety for all modes at roads within the precinct that intersect with Ti Rakau Drive, particularly Trugood Drive.	Auckland Transport	GETBA, Local boards	Identified in Regional Land Transport Programme (RLTP) as part of a Corridor Management Plan.	✓	✓		

East Tāmaki Business Precinct Implementation Plan – transport integrated networks (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
	Investigate design, layout and development of Great South Road to Ti Rakau Drive via Harris corridor via Corridor Management Plan.	Auckland Transport	GETBA, Local boards	In work programme – MMEWS/ Corridor Management Plan.	✓	✓	✓	
	Investigate options that provide enhanced traffic flow, access and safety for all modes at the interchange with SH1 at Highbrook.	Auckland Transport	GETBA, Local boards	In work programme – MMEWS/ Corridor Management Plan.	✓	✓	✓	
Transport integrated networks Undertake a service review to ensure public transport provision maximises opportunities to serve demand and reflect work patterns.	Investigate more flexible transport alternatives to public transport services.	GETBA		To be confirmed in work programme.		✓		
	Investigate the use of consolidated car-parking areas served by a park'n'ride private shuttle service to business locations.	GETBA	Auckland Council – Unitary Plan team	To be confirmed in work programme.		✓		
	Respond to proposed changes in the Regional Public Transport Plan (RPTP).	GETBA	Auckland Transport	Identified in Regional Public Transport Plan (RPTP).	✓	✓	✓	

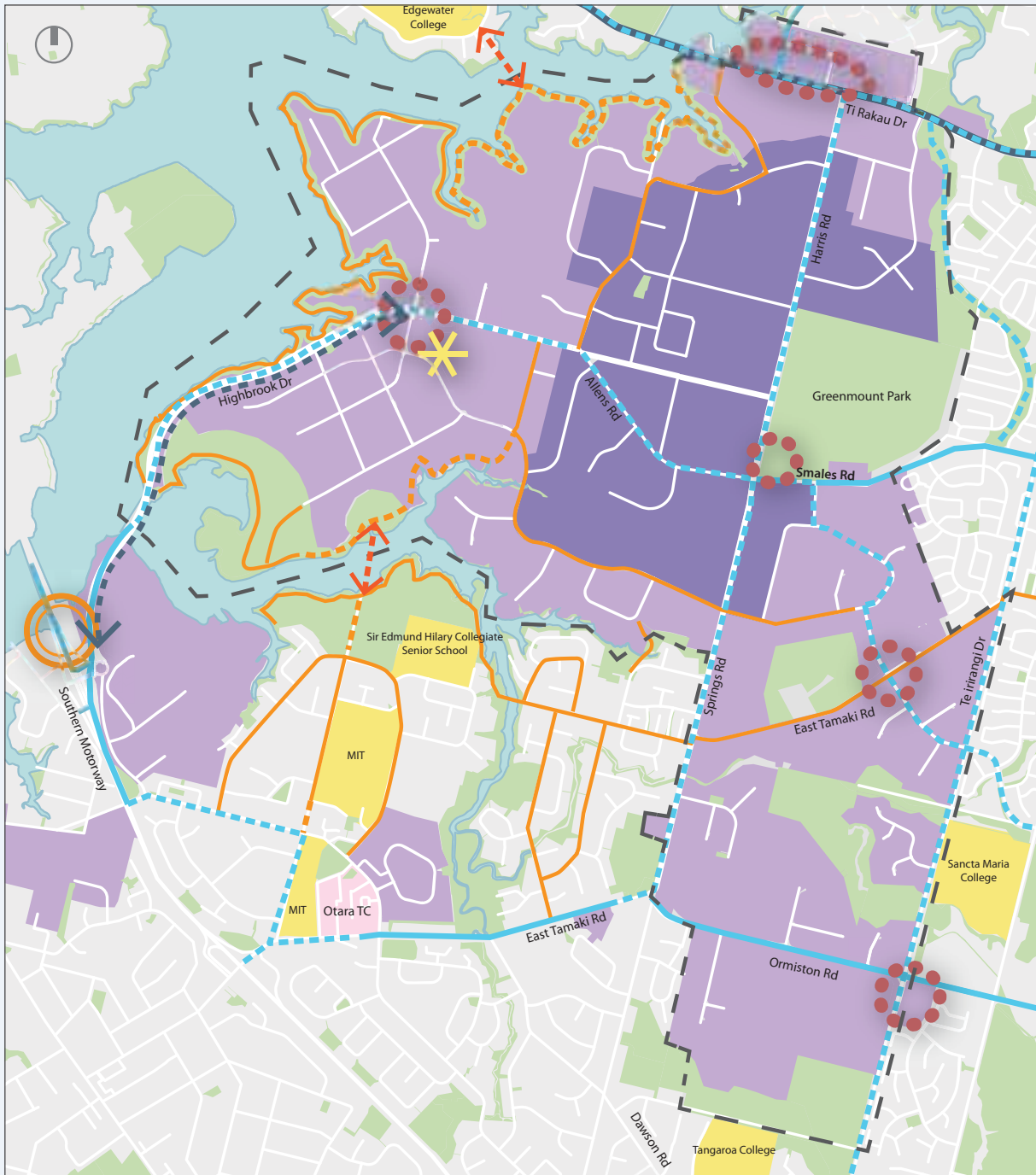
East Tāmaki Business Precinct Implementation Plan – quality of the business environment

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Quality business environment</p> <p>Ensure that the Unitary Plan provides appropriate provisions for maintaining and enhancing the amenity levels within the East Tāmaki Business Precinct.</p>	Ensure that the Unitary Plan provides appropriate provisions for maintaining and enhancing the amenity levels within the East Tāmaki Business Precinct.	Auckland Council – Unitary Plan, Regional and Local Planning	GETBA	In work programme – draft Unitary Plan under development.	✓			
<p>Quality business environment</p> <p>Undertake an amenity and maintenance plan for the public domain within the precinct and review periodically (in order to increase amenity standards across the whole precinct).</p>	Undertake an amenity and maintenance plan for the public domain within the precinct.	Auckland Council – Economic Development	GETBA, Howick Local Board	Identified in work programme – under development.	✓			
<p>Quality business environment</p> <p>Encourage the private sector to seek opportunities to provide support facilities within the industrial environment, potentially including; business conference facilities, short stay business accommodation, banking, child care, gyms and other services for employees.</p>	Manage attraction and relocation programmes to support business locations in the Industrial South.	ATEED		To be confirmed in work programme.	✓	✓	✓	✓
<p>Quality business environment</p> <p>Ensure any environmental standards, including those relating to signage, pollution and waste disposal are enforced.</p>	To publicise the council call centre line, so that enforcement issues relating to signage, pollution and waste disposal are reported.	Auckland Council – Enforcement unit	GETBA	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – quality of the business environment (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Quality business environment Work with business association to encourage businesses to maintain a high quality standard of their business premises.	Encourage businesses to maintain a high quality standard of their business premises by modelling best practice in the public realm.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
Quality business environment Council and businesses work together to respond immediately to issues such as graffiti and vandalism.	To publicise the council call centre line, so that incidents of graffiti are reported.	GETBA	Auckland Council – Enforcement Unit	To be confirmed in work programme.	✓			
	Work with the Manukau Beautification Trust to improve areas affected by graffiti.	GETBA	Manukau Beautification Trust	To be confirmed in work programme.	✓	✓	✓	✓
Quality business environment Maintain a database of businesses and property owners.	Maintain a database of property owner information annually.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
	Maintain a database of information on businesses on an on-going basis.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓

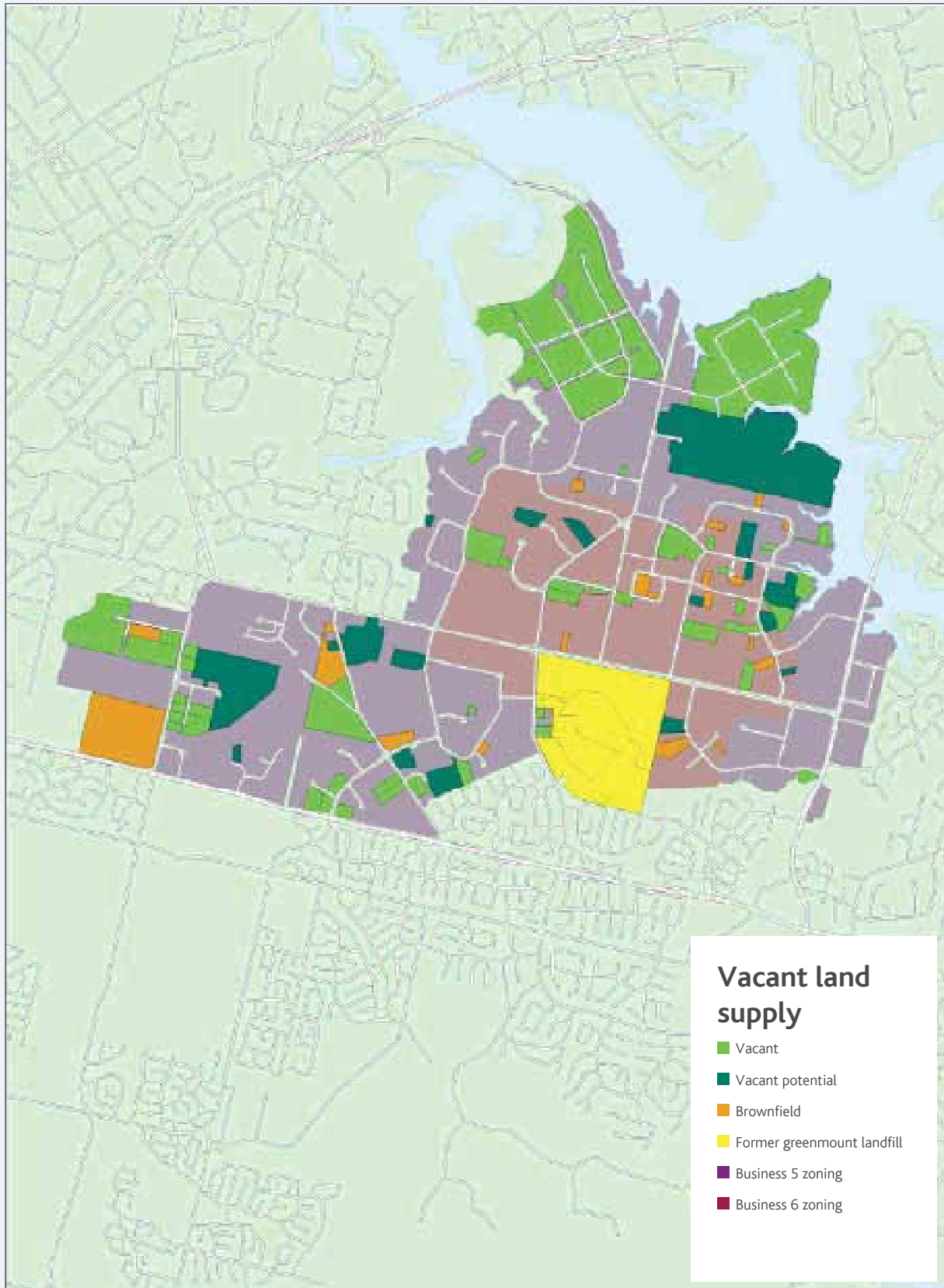
Appendix A: Precinct plan map



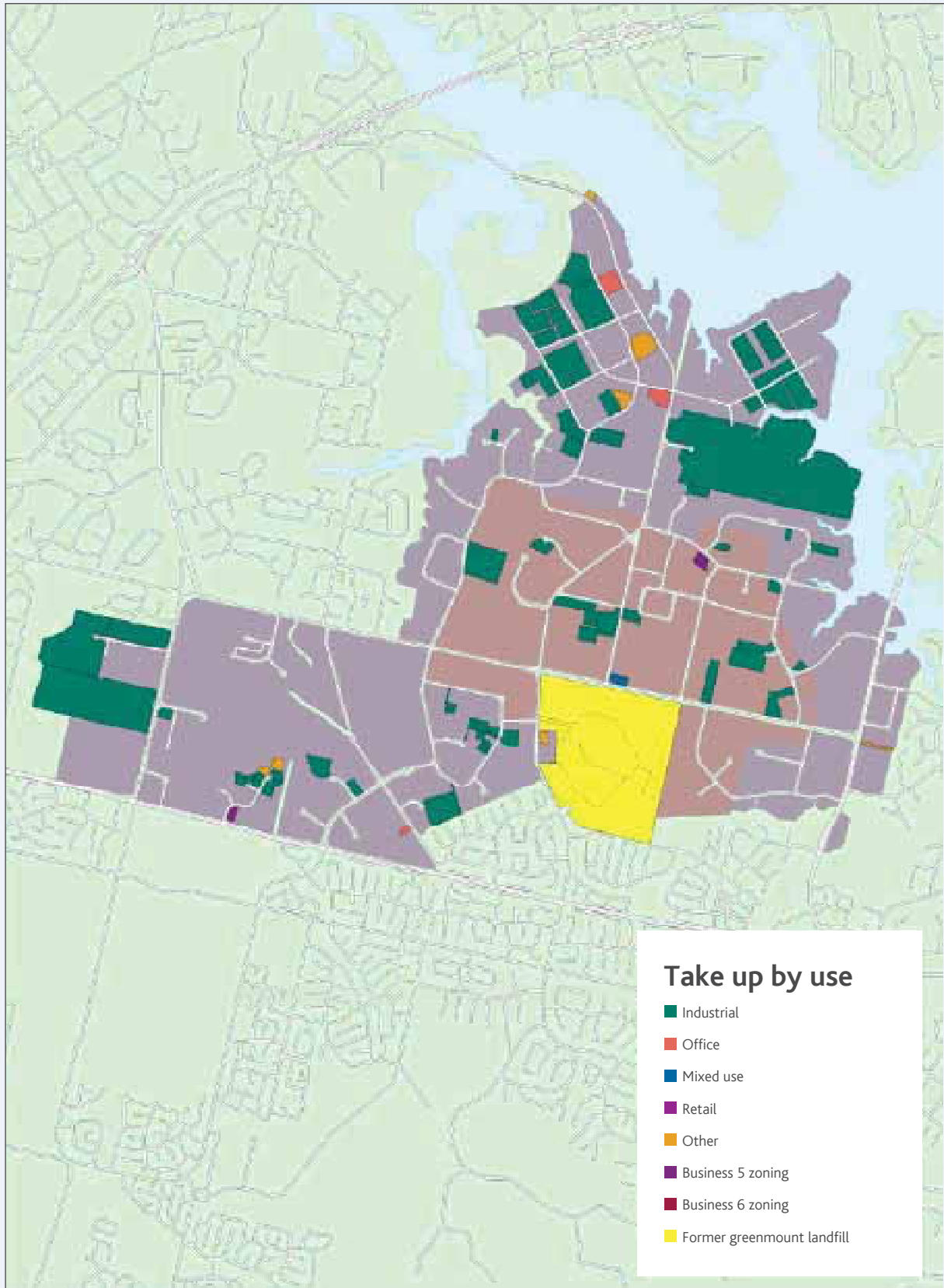
Key

- | | | | | | |
|--|---|--|---|--|---|
| | East Tāmaki Business Precinct boundary | | Education
Foster a partnership with education providers to meet business needs | | Existing regional cycle route |
| | Highbrook Interchange
Investigate improvements to Highbrook interchange for freight and other traffic | | Satellite tertiary education facility
Investigate increased provision of skills and training courses within the precinct | | Future regional cycle route |
| | Potential activity hub
Investigate the co-location of services that support business activity to form local hubs of activity | | AMETI
Major upgrade of road network including busway and cycling improvements | | Enhanced existing local cycle provisions to encourage walking and cycling |
| | Heavy industrial environments
Provides the critical mass of heavy industrial uses | | Potential freight connection
Investigate improved freight movement | | Potential future local cycle provisions |
| | Light industrial environments
Provides for light industry, clean-tech industry and support services | | Open space environments | | Potential future cycle/ped bridge
Investigate north-south connection for local workforce and recreational riders |

Appendix B: East Tāmaki industrial vacant land capacity – December 2011



Appendix B: East Tāmaki industrial vacant land take up – 2006-2011





Auckland Council
Te Kaunihera o Tāmaki Makaurau



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TE MAHERE Ā-ROHE O HOWICK 2020

Howick Local Board Plan 2020



Mihi

Tēnā kia hōea e au taku waka mā ngā tai mihi o ata
e uru ake ai au mā te awa o Tāmaki
ki te ūnga o Tainui waka i Ōtāhuhu.
I reira ka toia aku mihi ki te uru ki te Pūkaki-Tapu-a-Poutūkeka,
i reira ko te Pā i Māngere.
E hoe aku mihi mā te Mānukanuka a Hoturoa
ki te kūrae o te Kūiti o Āwhitu.
I kona ka rere taku haere mā te ākau ki te puaha o Waikato,
te awa tukukiri o ngā tūpuna, Waikato Taniwharau, he piko he taniwha.
Ka hīkoi anō aku mihi mā te taha whakararo
mā Maioro ki Waiuku ki Mātukureira
kei kona ko ngā Pā o Tāhuna me Reretewhioi.
Ka aro whakarunga au kia tau atu ki Pukekohe.
Ka tahuri te haere a taku reo ki te ao o te tonga e whāriki atu rā mā
runga i ngā hiwi,
kia taka atu au ki Te Paina, ki te Pou o Mangatāwhiri.
Mātika tonu aku mihi ki a koe Kaiaua
te whākana atu rā ō whatu mā Tikapa Moana ki te maunga tapu
o Moehau.
Ka kauhoetia e aku kōrero te moana ki Maraetai
kia hoki ake au ki uta ki Ōhūiarangi, heteri mō Pakuranga.
I reira ka hoki whakaroto ake anō au i te awa o Tāmaki
ma te taha whakarunga ki te Puke o Taramainuku, kei kona ko Ōtara.
Katahi au ka toro atu ki te Manurewa a Tamapohore,
kia whakatau aku mihi mutunga ki runga o Pukekiwiriki

Let this vessel that carries my greetings
travel by way of the Tāmaki River
to the landing place of Tainui canoe at Ōtāhuhu.
There, let my salutations be borne across the isthmus to the
Pūkaki lagoon
and the community of Māngere.
Paddling the Manukau Harbour
we follow the Āwhitu Peninsula to the headland.
From there we fly down the coast to the Waikato river mouth,
sacred waters of our forebears.
Coming ashore on the Northern side
at Maioro we head inland to Waiuku and Mātukureira,
there too is the Pā at Tāhuna and Reretewhioi.
Heading southward I come to Pukekohe.
My words turn to follow the ancient ridgelines along the southern
boundary,
dropping down into Mercer and Te Pou o Mangatāwhiri.
My greetings reach you at Kaiaua
who gaze across Tikapa Moana to the sacred mountain, Moehau.
Taking to the sea, my remarks travel to Maraetai
and then to Ōhūiarangi, sentinel to Pakuranga.
There we follow again the Tāmaki River
to Te Puke o Taramainuku, Ōtara resides there.
From here I reach for Manurewa
until my greetings come to rest on Pukekiwiriki
below lies Papakura and there I rest.

Ngā upoko kōrero

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On the cover: Local residents Nicke Wickman and Andrew Kirkup enjoy a cycle ride at the Burswood Loop Path in Pakuranga.



From the Chair

It's my privilege to present the Howick Local Board Plan 2020-2023.

Over the years, you have been clear about what you think our priorities should be. Your feedback has helped us refresh our focus for the next three years, so that together we can make the Howick Local Board area an even better place to live, work and play.

There is no doubt that people's lives have been turned upside down due to the COVID-19 pandemic. It is still unclear what the impacts of this will mean for our communities and the board's ability to deliver on your expectations over the next three years.

We remain committed though to the core outcomes that are important to you; our focus in this plan is on hauora - the health and well-being of our communities, environment, and local economy. This plan includes key objectives and initiatives targeted at helping our local economies and

communities recover. We will have to work together and partner with other organisations to achieve this quickly and effectively.

In addition to this, we need to find ways to mitigate and reduce the increasingly apparent effects of climate change in order to build strong, resilient communities who can face a future with certainty and confidence.

A number of the objectives and initiatives in this plan align strongly with Māori identity and well-being, so it will be important that we work closely with Māori and seek alignment as we prioritise, design and deliver our projects.

You told us over the last few years that getting around the area safely and efficiently is a key concern and we agreed. We have responded by including a new outcome within the plan focussed on transportation – in terms of both key projects and strong advocacy.

“

By working together, I know we can achieve great things for Howick.



The initiatives contained within our plan are dependent on finance or resource. To make them happen, we will need to secure funding from the council's long-term plan. At the same time, we acknowledge the challenges our city faces in maintaining services and keeping rates rises at acceptable levels while faced with a rapidly growing population and the ongoing effect of the COVID-19 pandemic.

Local communities and each local economy will need our support to recover and build a stronger future that is more

resilient and sustainable. By working together, I know we can achieve great things for Howick.

A handwritten signature in black ink that reads "Adele White".

Adele White
Chairperson, Howick Local Board

He kōrero nō te Heamana

Nōku te maringanui ki te whakatakoto i te Mahere Poari ā-Rohe o Howick 2020-2023.

I ngā tau kua taha, i matua mārama ki a mātou ngā kaupapa e whakahirahira ana ki a koutou. Nā ngā kōrero i whakahokia mai ai e koutou i whakahoungia ngā whakaaro mō te toru tau kei mua i te aroaro, ā, mā te mahi tahi e tino pai kē atu te rohe Poari ā-Rohe o Howick hei wāhi noho, wāhi mahi, wāhi ngahau.

Kāore e kore kua huripokia te oranga o tēnā, o tēnā i te urutā MATE-KORONA. Kāore anō kia tino mārama ngā pānga ki ō tātou hapori me ngā kaupapa e taea ai te poari te whakatinana i ngā toru tau kei mua i te aroaro.

E mārō ana tō mātou wawata ki te whakatinana i ngā kaupapa e whakahirahira ana ki a koe: ka aro tēnei mahere ki te hauora me te oranga o ngā hapori, te taiao, me te ōhanga ā-rohe. He kaupapa matua, he whāinga matua hoki o te mahere nei ki te

whakakipakipa i te ōhanga ā-rohe me ngā hapori. Mā te toro atu me te mahi ngātahi ki ngā ohu me ngā rōpū e tere tutuki ai ēnei.

Waihoki, me rapu i ngā huarahi ki te whakamāmā i ngā raru āhuarangi e mōhiotia whānuitia, kia kaha, kia aumangea, kia kore ai e āwangawanga ngā hapori o nāiane, o āpōpō hoki.

He maha ngā wawata me ngā kaupapa o tēnei mahere e rere ngātahi ana ki te Māoritanga me te ao Māori, nā whai anō e tika ana kia mahi ngātahi ki te iwi Māori i a tātou e whakaraupapa ana, e whakarite ana, e whakatinana ana i ngā kaupapa.

I ngā tau ruarua kua taha ake i whakahokia mai ngā kōrero mō te whakahirahira o te hāereere marutau, te hāereere tika ki tēnā pito o te rohe, ki tēnā pito o te rohe, e whakaae ana mātou. I whai wāhi atu tēnei kaupapa i te tāpiritanga o te whāinga hou mō te hāereere - ā-hinonga, ā-kaupapa māngai hoki.

“

Mā tō rourou,
mā tōku rourou,
ka ora ai te hapori
o Howick.



Kei te nui o te pūtea tautoko te oranga, te hinganga rānei o ngā kaupapa o roto i te mahere. E tinana ai ēnei kaupapa, me whai pūtea tautoko i te Long-term Plan o te kaunihera. Heoi, kei te whakaae mātou - he uaua te whakahaere i ngā ratonga me te whakataupoki i ngā pikinga rēti, i te kaute tangata o te tāone e tere piki ana, i ngā raru o te urutā MATE-KORONA e whakataumaha ana i ngā pūtea moni.

Me tautoko tātou i ngā hapori me ngā ohaoha ā-rohe kia ora ai, kia kaha ai, kia toitū ai ngā hapori o āpōpō. Mā tō rourou, mā tōku rourou, ka ora ai te hapori o Howick.

Adele White

Heamana, Howick Local Board

He aronga poto i tā mātou mahere

Our plan at a glance

We will focus on six outcomes to guide our work and make Howick a better community for all. Our aspirations are outlined below.



Open Air Orchestra at Lloyd Elsmore Park.

Outcome 1: People in our communities feel safe, engaged and connected

People are proud to live in the area and actively participate to make it a wonderful, safe place to live, work and play.



Traps display at Festival 2019.

Outcome 4: Our natural environment is protected, restored and enhanced

Our wonderful environment and admired coastline is clean, safe and protected for all to use in the future.



Lloyd Elsmore Park Pool and Leisure Centre.

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Our extensive network of public places and sport, recreation and leisure facilities are looked after so people of all ages and abilities can use them to remain healthy, active and connected.



Local cafe on Picton Street, Howick.

Outcome 5: A prosperous local economy supporting business growth and opportunity

New businesses in our area provide opportunities for local employment. Visitor numbers increase, attracted by our vibrant town centres, recreational opportunities, heritage and events.



Howick Chinese New Year 2020.

Outcome 3: Heritage, local arts and cultural diversity are valued

We are culturally diverse and have great facilities for creative activities and events, including music and dance, theatre and visual arts.



Cascades Road bridge showing the walkway connection down to the Cascades Walkway.

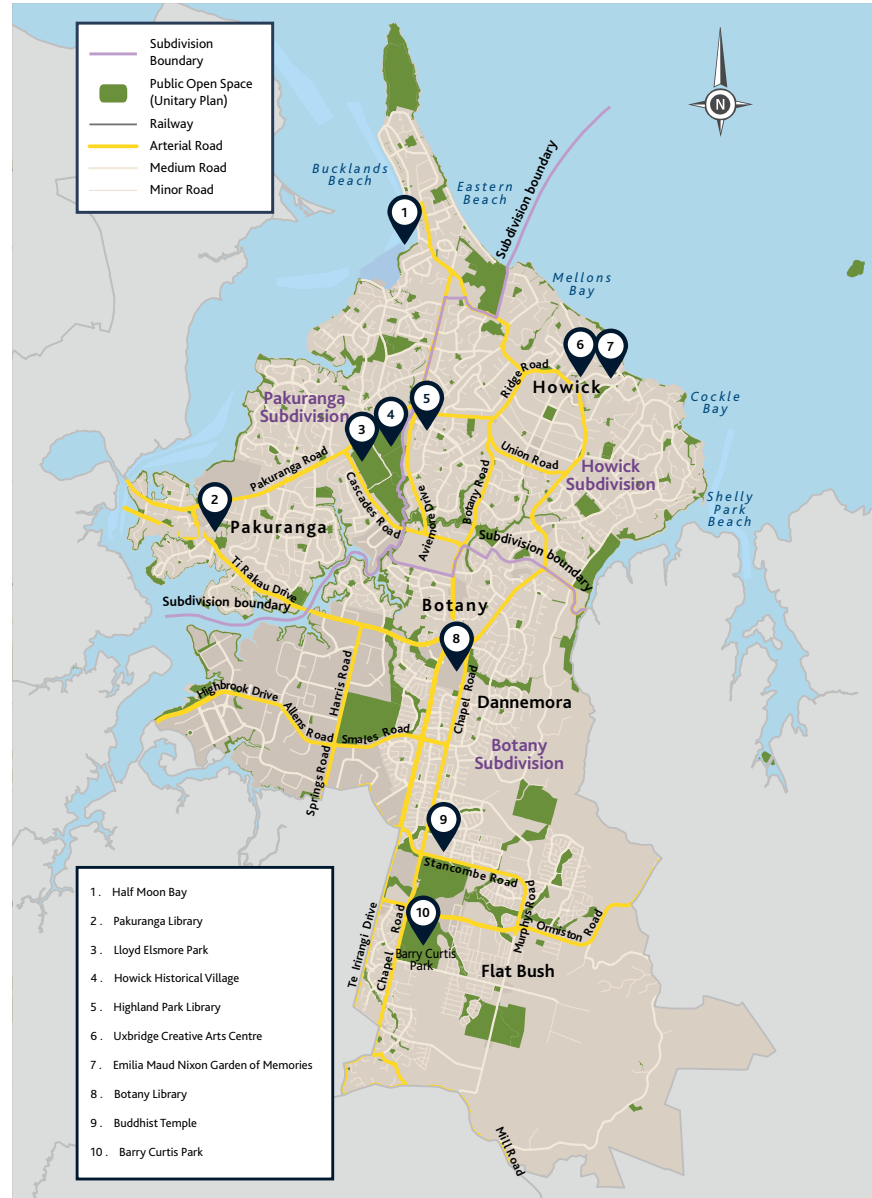
Outcome 6: Effective and accessible transport choices

A safe, convenient, accessible and affordable transport network that plays an important role in wellbeing of communities and health of local economies, by connecting people to each other, the goods and services they need (such as shopping outlets and health services), and their places of recreation, education and work.



Te Rohe ā-Poari o Howick

Howick Local Board area



The Howick Local Board area is the fifth largest urban area in New Zealand and includes the suburbs of Howick, Pakuranga, Botany and Flat Bush and the industrial and commercial areas in East Tamaki and Highbrook.



Howick has four town centres -

Howick, Pakuranga, Ormiston and Botany, along with commercial and industrial areas on East Tāmaki and Highbrook.



We have a population of

140,970

We have a population of 140,970 people in 2018 or 9 per cent of Auckland's total population. This is expected to grow to 180,000 by 2051
5th largest urban area in New Zealand



We have **7 LOCAL BEACHES**

and the Tāmaki River in our

63km OF COASTLINE

We are home to:



266 local parks



14 sports parks



four libraries



and four recreation centres - including one pool, seven community halls and houses

We have four premier parks: Lloyd Elsmore Park, Barry Curtis Park, Macleans Park and Murphys Bush Reserve

He kōrero mō ngā poari ā-rohe

About local boards

Auckland Council has a unique model of local government in New Zealand, made up of the Governing Body (the mayor and 20 councillors) and 21 local boards. The Governing Body focuses on Auckland-wide issues while local boards are responsible for decision-making on local matters, activities and services and provide input into regional strategies, policies and plans.

Local boards make decisions on local matters such as:

- supporting local arts, culture, events and sport and recreation
- providing grants and partnering with local organisations to deliver community services
- maintaining and upgrading town centres and facilities including parks, libraries and halls
- caring for the environment and preserving heritage.

Local boards also have a role in representing the view of their communities on issues of local importance.

About local board plans

Local board plans are strategic three-year plans that are developed in consultation with the community. They set out the direction for the local area that reflects community aspirations and priorities. The plans guide the local boards in:

- decisions on local activities, projects, and facilities
- input into the council's regional strategies and plans, including the Auckland Plan
- how local boards will work with other agencies including community groups, central government agencies and council-controlled organisations that play key roles in the area
- funding and investment decisions.

Local board plans are inclusive and connected; they don't operate in isolation. They support the following:

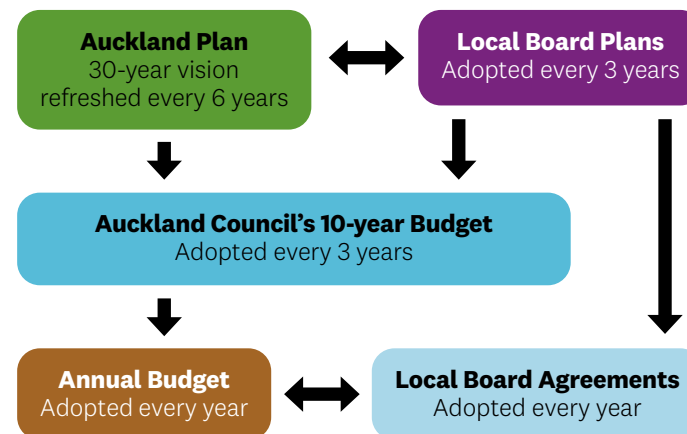
- the Auckland Plan 2050 – the 30-year vision for Auckland
- the council's 10-year budget (long-term plan) – planned spending and future investment priorities over the longer term, including local boards

- the council's annual budget (annual plan) – funding for the coming financial year of the 10-year budget, including local boards.

Local Board Agreements form the basis for each local board to develop its annual work programme and set out local funding priorities and budgets,

levels of service, performance measures and targets by activity for each financial year.

Detail of our projects, budgets and timelines are outlined in our annual work programmes. Progress is reported quarterly and communicated to our communities.



Working with Māori

Māori culture and identity is celebrated by Aucklanders and is our point of difference in the world.

Te Tiriti o Waitangi recognises the rangatiratanga of Auckland's hapū and iwi, and the inseparable bond between Tāmaki Makaurau the people and Tāmaki Makaurau the place.

Local boards play a vital role in representing the interests of all Aucklanders. We are committed to our Treaty-based obligations and to Māori participation and development.

We have worked with Māori to develop initiatives that respond to Māori aspirations.

Te whakawhanake i tā mātou mahere

Developing our plan

Our plan comprises aspirational outcomes, objectives we want to achieve and some of the key initiatives we will carry out to achieve them.

A draft plan was developed using feedback received from public engagement carried out between November 2019 and April 2020. The draft was also developed by

considering what we know about our community, having worked closely with you and heard your views on a wide range of topics.

During July and August 2020 we consulted on the draft plan to hear your thoughts. To hear your feedback and ensure we reflected your needs and desires – for the Howick Local Board

area, we engaged with our community at a range of events and activities across the board area to hear your feedback.

The issues and priorities you raised with us through these interactions helped us finalise our local board plan.

The social and economic impacts of COVID-19 pandemic mean some of our aspirations have been modified. Our response is delivered via the annual budgeting process but the decisions we make will focus on ensuring the benefits for our community.

Te whakatutuki i tā mātou mahere

Carrying out our plan

Turning plans into reality takes many people working together – the community, the local board and the wider council family such as Auckland Transport.

To deliver against the outcomes in the local board plans, we will:

prioritise budget to focus on the initiatives in the plans

- make the best use of local assets such as community centres and parks
- set direction for the council staff who deliver the projects and services

- work with various community groups and partners to deliver projects and services.

Sometimes important projects in local areas are beyond the funding available to local boards or our authority to make decisions. In those cases, the role

of the local board is to advocate to decision-makers to ensure they are aware of community views and the board's support for them.

Whakaotinga tahi: Kei te rongoa te hunga ki ngā hapori i te haumarua, i te tūhononga, i te herenga

Outcome 1: People in our communities feel safe, engaged and connected

People are proud to live in the area and actively participate to make it a wonderful, safe place to live, work and play.

***He aha te mea nui o te ao? He tangata! He tangata! He tangata!
What is the most important thing in the world? It is people! It is people!
It is people!***

The Howick Local Board area is home to a truly diverse population of around 141,000 people. This diversity is both a strength and a challenge, but we are committed to building strong, resilient, inclusive communities that support and enrich us all.

You have told us that it is important to you for our communities to come together, to celebrate and share differences, so that we may learn from each other and understand our differing world views.

The health and well-being of all our diverse communities is a key focus of this local board plan. With this in mind, we will commit to implementing programmes and initiatives that support healthy Howick outcomes for an involved and connected, active and healthy community across all our priorities for the next three years.

To help with this, we will focus on building capacity and capability within key groups and organisations in our area, representing the full range of diversity, to promote wellbeing in an inclusive society where everyone feels valued, respected, supported and safe.

“ The health and well-being of all our diverse communities is a key focus of this local board plan. ”



Open Air Orchestra at Lloyd Elsmore Park.



WHAT YOU HAVE TOLD US

- “Support more informal and small group use of our park assets.”
- “Continue engaging meaningfully with ethnic communities – both first generation, second generation and beyond as each group has a different experience.”

We will promote and support community resilience and self-reliance, working with community leaders to achieve the outcomes they seek. We will target our local grants funding to community-run programmes and events that foster well-being, participation and connection.

We need to hear all of the voices in our community, so that people can participate in local decision-making on matters that interest them. However, eight per cent of our residents cannot speak English. To be truly inclusive, we must meet the challenge this presents and develop ways to communicate so that people will be able to access, understand and respond.

Working with Māori

A thriving Māori identity is Auckland’s point of difference in the world that advances prosperity for Māori and benefits all Aucklanders.

Many of the priorities in this plan will be of particular interest to local iwi and their aspirations. Over the next three years, we intend to foster and grow our relationships with mana whenua (the hapū and iwi of Tāmaki Makaurau) and mataawaka (Māori who are not in a Tāmaki Makaurau mana whenua group). By working together, we can respond to the issues of significance for Māori in Auckland and give more visibility to Auckland’s point of difference - our Māori identity.

Rangatahi / Youth

Young people under the age of 25 make up around 33 per cent of the population of the Howick Local Board area. It is important that they are able to inform our priorities, strategies and plans and have a voice on the issues that are important to them, given the decisions we make will, to a large extent, shape the future they will inherit.

The Howick Youth Council was established in 2011 by the local board to “empower youth to bring about a positive influence in our community by ensuring their voices are heard in the decisions that shape our (area)”. We will continue to support the Howick Youth Council and its priorities to improve and promote youth participation, inclusion and empowerment.

Safety in the community

Feeling safe as we go about our daily lives in the community and at home is essential to a sense of well-being. This means that you feel protected from harm but that help is available should you need it – from neighbours, the community, and the services you rely on in times of need.

To achieve this, we will continue working with the police, other agencies and community leaders to design and implement safety strategies, particularly in our most vulnerable areas. This may include advocating for additional emergency services provision in our newer, developing suburbs.

We will also target local board grant funding to community initiatives and programmes that promote safety, connectedness and well-being in our area.

Opportunities

- Build the capacity of community groups to effectively serve their members.
- Bring people together through involvement in community activities.
- Work with communities to deliver on their aspirations and priorities.



Challenges

- Communicating with a diverse group of communities in a range of different languages.
- Providing opportunities to promote connectedness, safety and social cohesion in areas without easy access to physical or social infrastructure.
- Engaging and representing communities with different priorities, interests and levels of understanding of council and its decision-making processes.
- The medium and long-term impacts of COVID-19, especially on volunteering, financial well-being and ongoing isolation.

Our commitment

- We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



Music in Parks at Lloyd Elsmore Park.



Howick Moon Festival.

Outcome 1: People in our communities feel safe, engaged and connected

Objective	Key initiatives
People actively contribute to their community	Identify and support a network of representative community groups, building their capacity to successfully serve their communities
	Empower community groups to co-deliver projects with Auckland Council, and to take action to protect and maintain community assets
	Fund activities that bring diverse communities together and support volunteering
	Prioritise support for new communities to enhance social connectedness, safety, self-expression and learning (e.g. in Flat Bush and Ormiston)
Build and maintain mutually beneficial relationships with Māori	Strengthen relationships with mana whenua and mataawaka, in order to increase Māori input into decision-making and support participation in local government
	Work together with mana whenua and mataawaka to identify and progress joint aspirations and priorities in our area
People are safe with access to services to support their wellbeing	Work with police and other agencies to implement safety strategies throughout the area, including the new communities of Flat Bush and Ormiston
	Target local board grant funding to community initiatives and programmes that promote safety, connectedness, well-being and COVID-19 recovery in our area
Rangatahi /Youth in Howick have a voice, are valued, and contribute	Continue to support the work of the Howick Youth Council





Lloyd Elsmore Park Pool and Leisure Centre.

Whakaotinga rua: He takiwā tūmatanui kua pai te whakamahere, e tautoko ana i ngā āhuahanga noho oi, hauora, toitū anō hoki

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Our extensive network of public places and sport, recreation and leisure facilities are looked after so people of all ages and abilities can use them to remain healthy, active and connected.

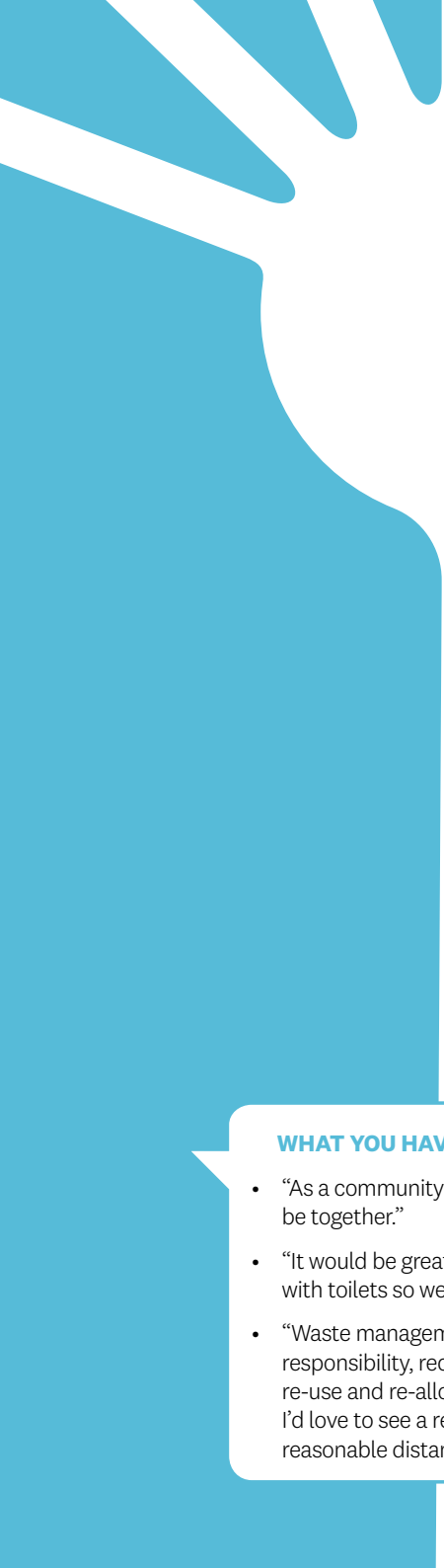
Well-planned public spaces contribute to safe, engaged, connected communities. They provide places for people to come together to enjoy healthy, active lifestyles and participate in a variety of social, cultural and learning opportunities.

The Howick Local Board area has a large number of parks and reserves, along with community, sports and leisure facilities, art galleries and libraries. More facilities are planned to help meet the various needs of a diverse, growing population.

In developing this local board plan, we received many suggestions about other facilities and improvements that would contribute to the well-being of our communities.

“ As our population increases and their needs change, the facilities we have need to keep pace. ”





WHAT YOU HAVE TOLD US

- “As a community we need places to meet, to be together.”
- “It would be great to have fenced playgrounds with toilets so we can stay and play for longer.”
- “Waste management is everyone’s responsibility, recycling helps but we should re-use and re-allocate unwanted items. I’d love to see a recycle centre within a reasonable distance for our region.”

There were ideas for facilities and activities in parks, reserves and the marine environment. These included developing a network of play spaces and active recreation opportunities that provide for all age groups and abilities. Safe places for recreational walking and cycling, dog exercise areas, learn to ride facilities, opportunities for wheeled play, and activities in and on the water were also mentioned.

We want to provide places for healthy, active lifestyles to suit our diverse communities. We will respond these needs and suggestions over the next three years as our budgets allow. As we continue to build on our quality network of parks and open spaces, we will also consider our environmental outcomes, sustainability and mitigations for climate change.

Formal sport and recreation play a key part in many people’s lives. As our population increases and their needs change, the facilities we have need to keep pace. We must also ensure our existing amenities are fully utilised, fit for purpose and well-maintained. We will work with local sports clubs and organisations to address capacity concerns and support them to build their resilience and capability. This approach responds to the four priority areas of the Auckland Sport and Recreation Strategic Action Plan - participation, infrastructure, excellence in recreation and sport, and sector development.

It is important for us to recognise opportunities for mana whenua to share their knowledge and local history throughout our parks and open spaces network. This includes the naming of streets, parks and facilities such as the new Flat Bush library and community centre, and the Flat Bush aquatic and leisure centre.

The Howick Local Board fully supports Auckland Council’s vision for zero waste by 2040. Eliminating waste improves well-being, limits environmental impact, and provides opportunities for community and social enterprise. To support this goal, we will advocate for facilities in east Auckland to divert waste away from landfill, provide more opportunities for new waste minimisation initiatives (including

community and business education), and foster a sense of shared responsibility for our environment by actively encouraging participation from all of our communities.

We will also continue to support the council’s smokefree policy initiatives.

In addition, we will encourage and support residents, businesses and schools to build resilience, and implement sustainable and low carbon living practices.

Opportunities

- Further develop our many parks, beaches and marine environment as play spaces for more people to enjoy.
- The number of large parks such as Lloyd Elsmore Park, Barry Curtis Park, Greenmount Reserve and Murphy’s Bush Sports Park and Reserve in various stages of development.
- Develop Flat Bush community facilities to meet the diverse needs of neighbouring communities.

Challenges

- Increasing needs for facilities from existing and emerging new sports.
- Lack of currently available community spaces in the Flat Bush area for people to meet, and limited council community spaces in Botany as well.
- Privately owned town centres (at Pakuranga, Highland Park, Botany and Ormiston) limit potential to develop community facilities in and around them.
- Lack of waste management facilities in east Auckland.

Our commitment

- We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



Bucklands Beach.

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Objective

Community facilities, spaces and activities enable people to participate, learn and grow

Key initiatives

Provide accessible library programmes and services to cater to diverse communities now and into the future

Trial a dedicated and programmed space for young people that offers age appropriate activities

Provide additional street and park furniture and covered spaces in emerging communities

Promote healthy living and sustainable lifestyles by establishing and supporting gardens and orchards in communities and schools

Develop a community facility for Flat Bush residents that provides a place to gather and participate in activities to build a supportive, caring and vibrant community

Advocate for use of eco-friendly and environmentally sustainable building methods for the Flat Bush Aquatic & Leisure Centre and the Flat Bush Community Centre and Library, incorporating nature spaces for reading, nature imagery and views that promote health and well-being

Involve the community in the design and delivery of future event infrastructure at Barry Curtis Park



Lloyd Elsmore Park Pool and Leisure Centre.

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Objective	Key initiatives
Parks, open spaces and coastal areas support a wide variety of recreational activities	Investigate the creation of a 'destination' play space for East Auckland
	Establish dog exercise areas and infrastructure in the East Auckland area
	Explore improving water access, increasing water-based activities, and making better use of our beaches
Sports and recreational opportunities respond to the needs of our communities	Provide facilities and activities across our parks network to suit people of every demographic and ability
	Partner with local sports clubs to continue to investigate a multi-club and code facility at Lloyd Elsmore Park
	Explore ways to assist local sports clubs to improve sharing and utilisation of existing facilities
Accessible waste reduction facilities, services and activities	Review provision of indoor facilities for emerging sports
	Advocate to the Governing Body for local landfill diversion facilities and initiatives for south-east Auckland
	Support community, business and school initiatives to reduce waste to landfill, including construction and demolition waste
	Promote sustainable waste reduction initiatives and programmes that reach out to culturally and linguistically diverse groups

Whakaotinga toru: E kaingākautia ana te tukunga iho, ngā toi ā-rohe, me te kanorau ā-ahurea

Outcome 3: Heritage, local arts and cultural diversity are valued

We are culturally diverse and have great facilities for creative activities and events, including music and dance, theatre and visual arts.

The Howick Local Board area has vibrant and active arts, culture and heritage communities. They are supported by facilities and events that bring people together to experience, share, learn and enjoy, and promote tolerance, open-mindedness and respect.

Over the next three years, we will continue to provide grants to help sustain and support our local arts, culture, and heritage activities as our budgets allow. This may mean reviewing how our current programme is delivered and look at partnering with other organisations to develop new initiatives.

“ They are supported by facilities and events that bring people together to experience, share, learn and enjoy, and promote tolerance, open-mindedness and respect. ”



Howick Chinese New Year 2020.

WHAT YOU HAVE TOLD US

- “I like the strong consideration for the Māori community, but would like more concrete actions in this area.”
- “Barry Curtis Park is a platform for multi-ethnic communication.”
- “Please keep giving us things to celebrate together.”

Heritage

The Howick Local Board will continue to implement initiatives that respond to the Howick Heritage Plan 2016 through our community grants and other funding which will be determined through our annual planning process.

Our area’s local heritage, Māori and European, plays a significant role in plans to attract more visitors to support our local economy. Alongside existing promotional resources, we will explore the possibility of extending and translating Howick’s Heritage App to make it accessible to a wider range of visitors.

Arts and Culture

Participating in arts and cultural initiatives enables Aucklanders to express our unique cultures and see ourselves reflected in public places. Creativity, culture and the arts make Auckland a vibrant and dynamic city.

Over the period of this plan, we will continue our support for local artists, working with communities and groups like Uxbridge, Te Tuhi and theatre / music groups to showcase artists’ work and stage local events.

Opportunities

- Share the stories of mana whenua and pre-European history of our area.
- Display diversity of cultures through built form, spaces and places e.g. cultural gardens.
- Create opportunities to bring people together to experience our rich cultural diversity.
- Use arts facilities to celebrate and showcase the work of local artists and present cultural displays and events.

Challenges

- Diverse communities who do not always easily connect with each other.
- Making sure all cultures are celebrated equally.
- Ensuring the resources we have (facilities and funding) are shared equitably among new arts / cultural groups as well as those already receiving support.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



All Saints Anglican Church, Howick.



Te Tahawai Marae, Pakuranga.

Outcome 3: Heritage, local arts, and cultural diversity are valued

Objective

Key initiatives

Enable people to engage with local history, and share their diverse cultures

Progress actions from the Howick Heritage Plan

Develop public gardens with our ethnic communities that reflect their culture and aesthetic preferences

Māori culture, language, art and stories are incorporated into the design of public spaces

Support local arts, culture, music and heritage activities and experiences

Review and refresh council-funded events to ensure they continue to provide appeal, reflect our communities and are well supported

Co-deliver cultural festivals and celebrations with a view to establishing a signature multi-cultural festival

Fund local arts through operational grants for Uxbridge Arts Centre, local theatre groups and orchestras

Support arts facilities to collaborate with community groups to create art experiences which showcase our ethnically diverse population and cultural heritage, and allow people to do, sample or experience arts and crafts



Whakaotinga whā: Ka tiakina tō tātou taiao, ka haumanutia, ā, ka whakahaumakotia

Outcome 4: Our natural environment is protected, restored and enhanced

Our wonderful environment and admired coastline is clean, safe and protected for all to use in the future.

The natural environment can be described as part of our shared cultural heritage, if you think of heritage as something we've been gifted by past generations to take care of for the benefit of future generations. As caretakers of this environment, we must ensure that what we pass on has been looked after and nourished.

The impacts of climate change are becoming more apparent on the environment and on our lives, so we will encourage an eco-friendly and environmental approach to lifestyle and development at a local level to help mitigate these. We are committed to the council's Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework, Waste Management and Minimisation Plan and Urban Ngāhere (Forest) Strategy, and the need to both reduce emissions and build local resilience to respond to the changing climate.

Mana whenua as kaitiaki of this area for many generations have a unique relationship with the natural environment. Their body of knowledge and practice can help us all to enhance our relationship with our land, marine and freshwater environments. We must all work together in the interests of those who come after us.

“ As caretakers of this environment, we must ensure that what we pass on has been looked after and nourished. ”



Traps display at Festival 2019.



WHAT YOU HAVE TOLD US

- “Beaches are big asset that need safeguarding - climate change makes them vulnerable.”
- “Our local beaches are our taonga and need protecting. They provide great joy to the community and need to be places we can all enjoy along, with a healthy biodiversity.”

On the land

The Howick Local Board area has an abundance of natural and open spaces that contribute to our sense of well-being and provide for our sense of identity and belonging. We are drawn to our wonderful beaches and marine playground in the Hauraki Gulf and Tāmaki Estuary for activities including swimming, boating and fishing.

Our parks and reserves, such as Mangemangeroa, Ōhūiarangi / Pigeon Mountain, Te Naupata / Musick Point, Lloyd Elsmore and Sir Barry Curtis Parks provide for our recreation and host events. But they also play a vital role in protecting our biodiversity, providing habitats for many endangered and threatened species of native flora and fauna.

Working with local Māori, volunteers and schools, we will enable communities to take action to protect, restore and improve our natural environment through grant funding and partnerships, e.g. planting native plants / trees to help improve water quality, Pest Free Auckland and other aligned initiatives.

It is unlikely that the Greenmount landfill site will be ready during the three years of this plan. However, we will continue to advocate for the community’s aspirations to turn it into a public open space reserve with large-scale native planting, cycling and walking, informal active recreation and play, and passive areas for sitting and viewing the landscape.

We will also continue to support the work of the Friends of Mangemangeroa.

Around our coast

You have told us how important our local beaches are and of your concerns for their continuing erosion and the loss of sand. We have received expert advice which helps inform our understanding of local climate change impacts from sea level rise, coastal storm induced flooding, coastal erosion and sand migration. This also helps us identify opportunities for solutions.

We must also consider the marine environment adjacent to our beaches and the role they play in maintaining healthy, functioning ecosystems throughout the Hauraki Gulf Marine Park. As we balance the challenges often presented when populations interact with the natural environment, along with the costs and resources needed for mitigation, we will continue to work with affected communities to develop solutions to these pressing issues.

Along our streams

The quality of water in our streams and waterways directly impacts on the health of our harbour and its biodiversity. Many of our streams have been severely impacted by development and pollution through stormwater and waste discharge and we continue to provide support for the Tāmaki Estuary Environmental Forum. We will support volunteer stream restoration programmes to clean up our waterways, and water quality testing and analysis to assess the effects of small site development activity on the area’s waterways. We will also explore the possibility of stream restoration through riparian planting and daylighting.

Opportunities

- Support and expand the number of environmental programmes and initiatives being delivered by community-based groups.
- Build on the wide support in the community for initiatives to address climate change, particularly from young people, by building capacity and knowledge.
- Deliver Auckland Council's Urban Ngahere (Forest) Strategy to address climate crisis issues, improve air quality, provide shade, and increase habitat for birdlife.

Challenges

- Aging and inadequate stormwater infrastructure in older areas coupled with intensification of housing leading to overflows, flooding and beach degradation in high rainfall events.
- Climate change and the effects of rising sea levels on the Howick Local Board area's coastline, along with the lack of regional / national response to deal with these effects which are particularly evident in adverse weather events.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



Ōhūiarangi/Pigeon Mountain.



Free pest traps are handed out to residents as part of Pest Free Howick project.

Outcome 4: Our natural environment is protected, restored and enhanced

Objective	Key initiatives
Empower the community to take environmental action	Continue to fund a co-ordinator for the Pest Free Howick Ward pest animal and plant control programme
	Establish a communication tool to link local people with local environmental projects
	Work with local communities and schools to deliver projects that restore sensitive ecological areas, improve local water quality, reduce pests, clean up our environment, and allow people to connect with nature
Protect and enhance our unique coastline	Advocate to the Governing Body for increased regional funding for the restoration of our beaches and to address the impacts on our coastline due to climate change, sea level rise and weather-related events
	Implement sustainable measures to prevent the erosion and migration of sand at local beaches
Protect the mauri / lifeforce of our awa / waterways	Mitigate the effects of climate change by restoring freshwater ecosystems to provide ecological services such as flood mitigation, habitat for native biodiversity, and carbon sequestration through riparian planting
	Undertake environmental and water quality testing and analysis to assess the effects of small site development activity on our waterways





Mellons Bay beach.

Outcome 4: Our natural environment is protected, restored and enhanced

Objective	Key initiatives
Our large natural areas are enhanced and protected	Collaborate with mana whenua, East Tāmaki businesses and communities to transform the former Greenmount Landfill into an urban ngahere (forest) and recreational space
	Support community-led initiatives to restore and enhance our natural environment
	Improve the overall tree canopy cover of the local board area through ongoing annual tree planting programmes to help improve the number and quality of trees on local parks and along streets
	Support the Tūpuna Maunga Authority to protect and enhance Ōhūiarangi / Pigeon Mountain
	Support Ngai Tai ki Tāmaki in its management of Te Naupata / Musick Point





Local cafe on Picton Street, Howick.

Whakaotinga rima: He ohaoha ā-rohe taurikura whai āheinga ā-rohe

Outcome 5: A prosperous local economy supporting business growth and opportunity

New businesses in our area provide opportunities for local employment. Visitor numbers increase, attracted by our vibrant town centres, recreational opportunities, heritage and events.

The Howick Local Board area economy has been reasonably buoyant over the past 10 years, with over 18,000 new jobs created and annual GDP growth estimated to have been around three per cent or better year-on-year.

This prosperity, however, has been seriously threatened by the impact of the COVID-19 pandemic and lock down in early 2020, the full impacts of which (social and financial) are unlikely to be known for some time. For that reason, over the three years of this plan the Howick Local Board will prioritise its efforts to support local businesses to get back on their feet. We will work with Auckland Council, Auckland Unlimited and other agencies, local businesses and communities to try to limit the impact and hasten the recovery. It is also important to consider resilience and sustainability with our response, to ensure that if there is another such event, the impacts are less severe.

“ A strong, prosperous local economy that everyone can participate in is vital to the well-being of the entire community. ”





Part of this will involve working alongside the Greater East Tāmaki Business Association (GETBA) and the Howick Village Business Association (HVBA) to deliver elements of their strategic plans.

Local employment opportunities mean people can live and work locally. We will continue our efforts to attract new businesses to locate in the area. As it's likely international travel to and from New Zealand will be curtailed for some time, and more domestic travellers will be looking for interesting places to visit closer to home, we will work with East Auckland Tourism and link with neighbouring local boards on ways to bring more domestic visitors to explore and experience our area.

A strong, prosperous local economy that everyone can participate in is vital to the well-being of the entire community. The Auckland Plan 2050 describes how our economy needs to be constantly agile and innovative to be resilient against disruption in a changing world. The recent pandemic experience highlights this and it is unlikely we will return entirely to business as usual. As part of Auckland Council, we will work alongside key partners and stakeholders to ensure people can access training and education so they have the skills employers will be seeking.

WHAT YOU HAVE TOLD US

- “Position Howick as a clean green eco-friendly place, with stunning natural amenities and great cafes with healthy food.”
- “Hold events in the communities to encourage more people to get involved and support local businesses.”

Opportunities

- Promote “buy local” in response to the COVID-19 economic impact.
- Large industrial/commercial areas for businesses.
- Strong Business Improvement Districts in Howick Village Business Association and Greater East Tāmaki Business Association.

- Large and youthful population to support business / employment.
- Joint approach to tourism with Franklin to promote East Auckland and Pohutukawa Coast tourism.
- New events to attract more visitors, including a signature regional event.
- Promote Howick’s Heritage App and translate it into other languages to improve visitor numbers.

Challenges

- Recovering successfully from the economic impact of the COVID-19 pandemic.
- Significant transport challenges for people, goods and services moving to and from the area.
- Rapid public transport – AMET1 Eastern busway and the Airport to Botany link – are still in development.
- Attracting more domestic visitors to the Howick Local Board area.
- Limited opportunity for the council to influence development and operation of privately-owned town centres at Ormiston, Pakuranga, Highland Park and Botany.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



New residential subdivision adjacent to Ormiston Town Centre.



Local cafe at Uxbridge Centre.

Outcome 5: A prosperous local economy supporting business growth and opportunity

Objective	Key initiatives
Support local business recovery from impact of COVID-19	<p>Work with local business associations (such as Greater East Tāmaki Business Association and Howick Village Business Association) and groups such as East Auckland Tourism on initiatives that support recovery</p> <p>Support “buy local” campaigns where possible</p> <p>Identify opportunities for social enterprise developed by communities</p>
Vibrant town centres	<p>Implement actions from the Howick Village Centre Plan</p>
Grow the number of businesses locating in the Howick Local Board area’s key industrial and commercial areas	<p>Support local Business Improvement Districts (Greater East Tāmaki Business Association and Howick Village Business Association)</p> <p>Support initiatives that facilitate youth into training and employment</p> <p>Support initiatives that enable entrepreneurship and capacity building in small business</p>
Generate business activity and employment by increasing visitor numbers to the Howick Local Board area	<p>Support East Auckland Tourism to increase the number of visitors to the area and implement actions from the Howick Tourism Plan 2016</p> <p>Continue to provide operational funding support for the Howick Historic Village</p> <p>Develop new events, infrastructure and amenities to attract more visitors</p>



Whakaotinga Ono: He kōwhiringa
ikiiki pai, haratau hoki

Outcome 6: Effective and accessible transport choices

A safe, convenient, accessible and affordable transport and travel network that plays an important role in the well-being of communities and the health of local economies, by connecting people to each other, the goods and services they need (such as shopping outlets and health services), and their places of recreation, education and work.

You have told us that getting around the area safely and efficiently is a key concern. Over the next three years, we will use our Local Board Transport Capital Fund to deliver local improvements for pedestrian safety, town centre amenity, and infrastructure such as bus stops. We will also prioritise projects from the Howick Walking and Cycling Network Plan for both commuter and recreational use.

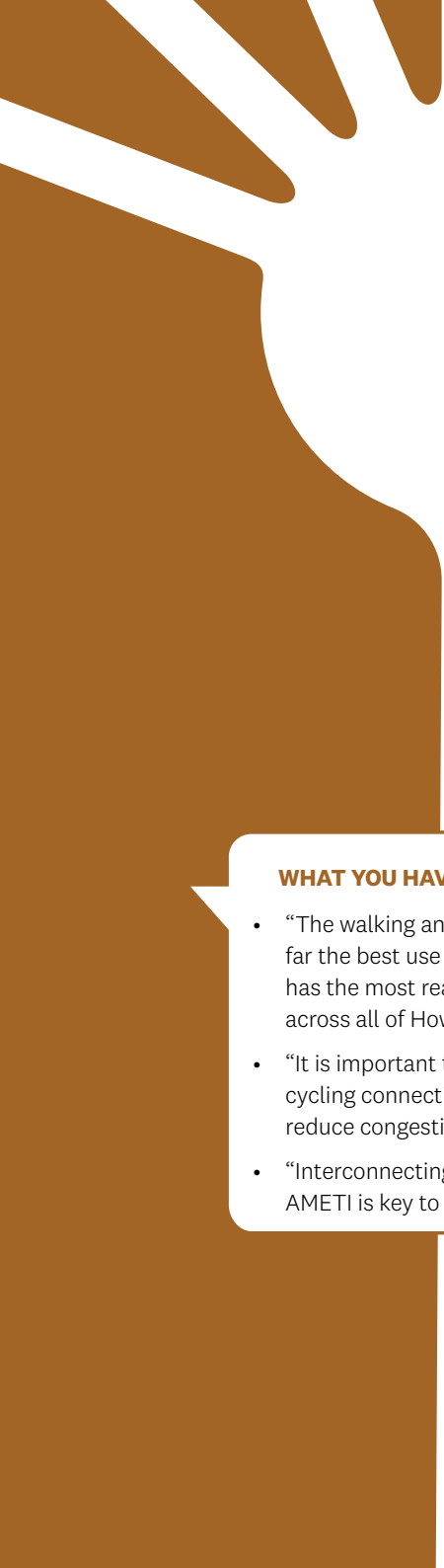
Road Network

An efficient, well-maintained road network provides the foundation for a transport system that supports social connection, access to employment and education, and the movement of goods and services. It provides the public transport routes around our area, and most of the existing walking and cycling network.

“ In order to make walking, cycling and public transport preferred choices for many more people, we must make them convenient, safe, reliable and easily accessed options. ”



Cascades Road bridge showing the walkway connection down to the Cascades Walkway.



WHAT YOU HAVE TOLD US

- “The walking and cycling network plan is by far the best use of limited resources, and has the most reach to the wider community across all of Howick’s Local Board area.”
- “It is important to create better walking and cycling connections with key destinations to reduce congestion on the roads.”
- “Interconnecting cycling infrastructure to AMET1 is key to its success.”

We will continue to support, through our advocacy to Auckland Transport, key additions and improvements to the road network in our area to ensure it meets the needs of business and residential growth. This includes work on key intersections to reduce or avoid bottlenecks, improvements to rural roads to cater for increased traffic flows, and important new routes such as the Mill Road corridor link to the south.

Public Transport

In order to make walking, cycling and public transport preferred choices for many more people, we must make them convenient, safe, reliable and easily accessed options.

The AMET1 Eastern Busway is forecast to carry approximately 7500 passengers during the morning peak period and increase patronage by up to 13 per cent for south-east Auckland suburbs. It will reduce travel times from Botany to Britomart to around 40 minutes, significantly improving transport choices to other parts of the region. Over the three years of this plan, construction of the Pakuranga to Botany section, including the Reeves Road flyover, will get underway, with completion scheduled for 2025. To fully capitalise on the

opportunity this brings, we need to make sure that people from all over the Howick Local Board area can easily connect to all the transport services they need through feeder buses, or safe cycling and walking routes. This includes connections to and infrastructure for Auckland and Waiheke Island ferries. We will work with Auckland Transport on making sure our transport network meets the needs of East Auckland.

We will also ensure newer areas are well served with bus shelters, particularly in Ormiston and Flat Bush, and as budget permits, assess existing bus stops and shelters to ensure they cater for passenger numbers and comfort, now and into the future.

A significant missing link in our public transport network is the Auckland Airport to Botany Rapid Transit Network. This will provide more direct public transport access to the airport through Manukau and the new Puhinui interchange, and an alternative route into the CBD and points south, building resilience into the network. It will also provide a more direct route from the south to bring visitors into the area. We will continue to advocate for this important initiative.



Active travel

Active transport opportunities (walking, cycling and increasingly, micro-transport such as scooters) not only provide travel choice, but they can also help keep children and adults in healthy bodies for a lifetime.

You have told us this is important so we will make safe walking and cycling routes a key priority for us. We want to encourage more children to walk or cycle safely to school, and for active travel to be a realistic option for people going to work or any reasonably close destination. To achieve this, we will progressively implement projects from our Walking and Cycling Network Plan to improve connectivity to more places and services that people need to get to.

Opportunities

- Provide connectivity to the AMETI Eastern Busway e.g. cycling / walking routes, bus feeder services.
- Community support for cycle lanes.
- Airport to Botany Rapid Transit Network will increase connectivity to Manukau and southern train line and offer an alternative route to the CBD.
- Prioritise Howick's Local Board Transport Capital Fund for local projects over the next three years.

Challenges

- New suburbs in the south of our area have limited access to public transport and related infrastructure.
- The prohibitive cost of upgrading rural roads and narrow bridges to urban standards as rural areas become urbanised or experience increased traffic flows.
- The reduction in the allocation of funding via the Local Board Transport Capital Fund, as a consequence of the COVID-19 pandemic will limit the ability to plan and deliver projects.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.

Outcome 6 : Effective and accessible transport choices

Objective	Key initiatives
Public transport services that people can easily access	Advocate to Auckland Transport for feeder bus services or other innovative on demand services that will enable the community to access the existing bus / ferry networks
	Advocate to Auckland Transport for more bus services to serve the areas of Flat Bush, Mission Heights and the Murphys Road area, Cockle Bay, Farm Cove and Bucklands Beach
	Continue to represent community interests in the delivery of the AMETI Eastern Busway project
	Advocate to Auckland Transport for the airport to Botany Rapid Transit Network, and for the route to connect with Barry Curtis Park
	Review and improve bus shelter provision, particularly for new areas such as Ormiston / Flat Bush
Active transport infrastructure enables connection with schools, key community facilities and transport hubs	Implement projects from the Howick Walking and Cycling Network Plan that increase connectivity to schools, places of sport and recreation, AMETI Eastern Busway, Half Moon Bay Ferry, and Highbrook



Te Uho Nikau Bridge, Flat Bush.

Outcome 6 : Effective and accessible transport choices

Objective	Key initiatives
Our road network is safe, well maintained and fit for purpose	<p>Deliver pedestrian safety improvements around schools</p> <p>Advocate to the Governing Body for funding to upgrade rural roads to urban standards, including widening narrow bridges in response to growth of the urban area (e.g. Chapel Road and Murphys Road)</p>
Our road network enables local economic prosperity	<p>Advocate to Auckland Transport to maintain funding and commence construction for the following:</p> <ul style="list-style-type: none">• widening of Smales Road / Allens Road intersection• Stancombe Road connector in Flat Bush• the Mill Road upgrade <p>Advocate to the Governing Body for continued planning for an east-west connection between Onehunga, Ōtāhuhu, Sylvia Park and Panmure and through to East Tāmaki</p>
Local boards have transport infrastructure funding available for local area improvements that don't meet regional priorities.	Advocate to the Governing Body for local board transport funding to be re-instated to the pre-COVID-19 level of \$21m per annum and, for previously allocated funding of \$38m lost through the COVID-19 pandemic emergency budget to be fully restored.



Barry Curtis Park, Flat Bush.



He kōrero take pūtea

Funding information

The local board funding policy sets out how local boards are funded to meet the costs of providing local activities and administration support.

Local board funding is approved through the council's budget-setting process. This involves the council's Governing Body adopting a 10-year budget (long-term plan) every three years and an annual budget every year. Local board agreements, in which the local board and the governing body agree the local board budget for each year, make up part of the annual budget.

The council's budget-setting process involves allocating funding gathered through revenue sources such as rates and user charges. It also involves setting levels of service for council activities and corresponding performance targets.

The financial and levels of service statements in this plan are based on the information included in the Long-term Plan 2018-28 and updated through subsequent annual plans (including the Emergency Budget 2020/2021). Updated financial information and levels of service will be adopted as part of the long-term plan which is due to be adopted in June 2021. The Long-term Plan 2021-2031 will be informed by the local board plans and may impact the initiatives in this local board plan.



Kaupapa ā-rohe me ngā paerewa ā-mahi

Local activities and levels of service

The budget-setting process sets levels of service for local activities and corresponding performance targets. The table below describes the local activities and default level of service statements set out in the Long-term Plan 2018-28. These level of service statements may change when they are reviewed as part of the Long-term Plan 2021-2031.

More information on local board budgets can be found in the Howick Local Board Agreement and Auckland Council's local board funding policy, which are available on the council website.

Local activities	Levels of service statements
Local community services	
<p>This is a broad activity area, which includes:</p> <ul style="list-style-type: none">• supporting local arts, culture, events, sport and recreation• providing grants and partnering with local organisations to deliver community services• maintaining facilities, including local parks, libraries and halls.	<p>We provide library services and programmes that support Aucklanders with reading and literacy, and opportunities to participate in community and civic life.</p> <p>We fund, enable and deliver community events and experiences that enhance identity and connect people.</p> <p>We fund, enable and deliver arts and culture experiences that enhance identity and connect people.</p> <p>Utilising the Empowered Communities Approach, we support Aucklanders to create thriving, connected and inclusive communities.</p> <p>Provide safe, reliable and accessible social infrastructure for Aucklanders that contributes to placemaking and thriving communities.</p> <p>We provide community centres and hire venues that enable Aucklanders to run locally responsive activities, promoting participation, inclusion and connection.</p> <p>We provide recreation programmes, opportunities and facilities to get Aucklanders more active, more often.</p> <p>We provide safe and accessible parks, reserves and beaches.</p> <p>We showcase Auckland's Māori identity and vibrant Māori culture.</p>



Local activities

Levels of service statements

Local planning and development

This group of activities covers improvements to town centres, the local street environment as well as local environment and heritage protection. These activities also include working with business and community associations to improve local economic development and employment initiatives.

We help attract investment, businesses and a skilled workforce to Auckland.

Local environmental management

Local boards work in partnership with local communities and iwi to deliver projects and programmes to improve local environments. Our focus is on indigenous biodiversity, healthy waterways and sustainable living.

We manage Auckland's natural environment.

These activities include stream restoration, waste minimisation programmes, supporting environmental volunteers and partnering with schools to provide a range of environmental initiatives.

Local governance

Activities in this group support our 21 local boards to engage with and represent their communities and make decisions on local activities. This support includes providing strategic advice, leadership of the preparation of local board plans, support in developing the local board agreements, community engagement including relationships with mana whenua and Māori communities, and democracy and administrative support.

The measures for this group of activities are covered under the Regional Governance group of activities in the Long-term Plan 2018-2028 which determine participation with Auckland Council decision-making in general. This includes local decision-making. There are no significant changes to the measures or targets for 2020/2021.

Tirohanga take pūtea whānui

Financial overview

Revenue, expenditure and capital investment by local activities for the Howick Local Board for the period 1 July 2020 to 30 June 2021.

Annual Budget Financials	2020/2021 (\$000)
Operating revenue	
Local community services	4,527
Local planning and development	-
Local environmental services	-
Local governance	-
Total operating revenue	4,527
Operating expenditure	
Local community services	25,287
Local planning and development	670
Local environmental services	354
Local governance	1,154
Total operating expenditure	27,465
Net operating expenditure	22,938
Capital expenditure	
Local community services	1,529
Local planning and development	-
Local environmental services	-
Local governance	-
Total capital expenditure	1,529

Ngā Mema o tō Poari ā-Rohe o Howick

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David Collings

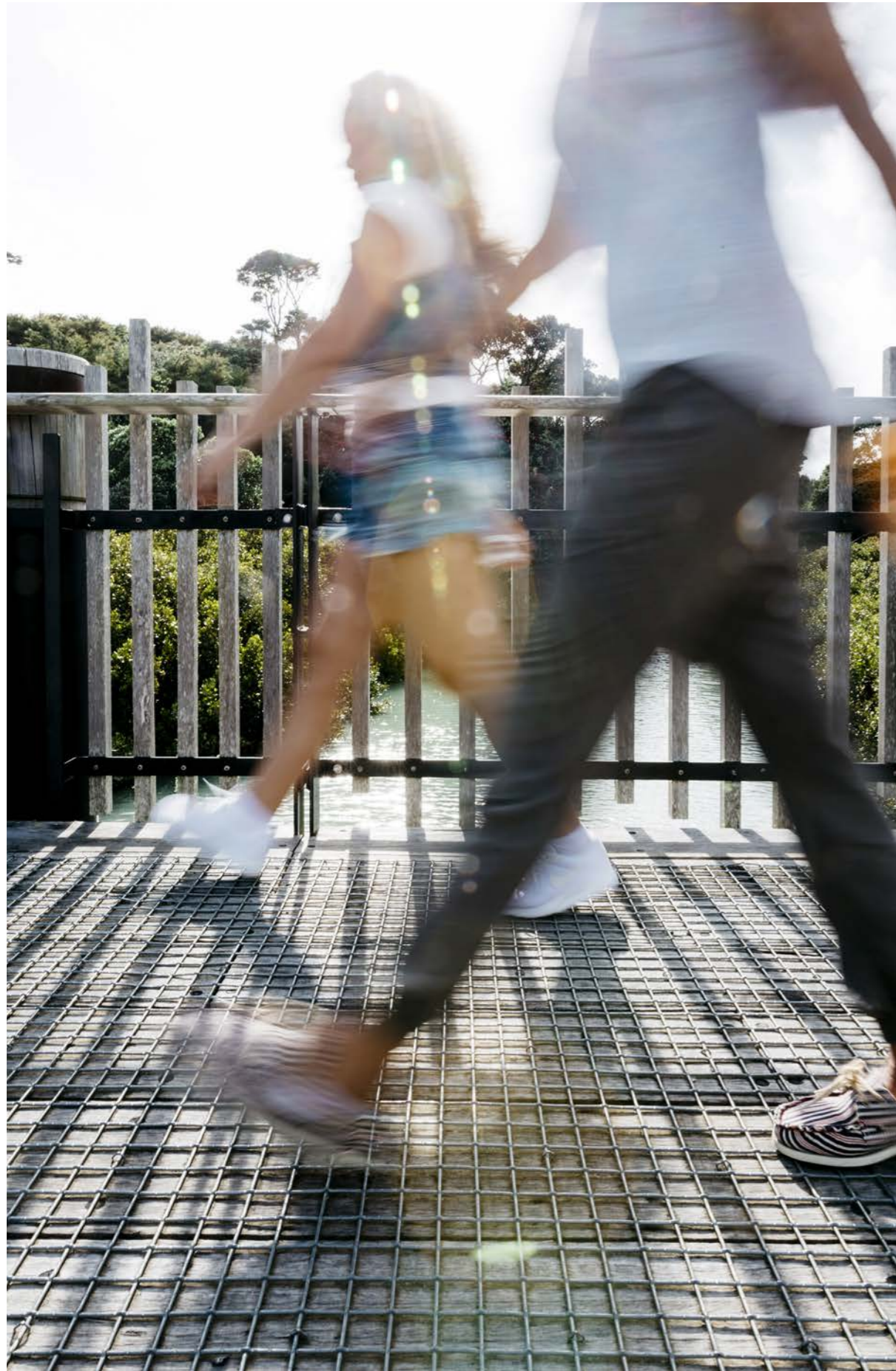
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HOWICK WALKING & CYCLING NETWORK

Adopted Report, November 2018



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1.0 Introduction & Background

1.1 Purpose of the Document

PURPOSE

This document defines the long-term walking and cycling network plan for the Howick Local Board area. It is a visionary and guiding document intended for use by elected members, Council and CCO officers, community and volunteer groups, private developers and other interested parties.

VISIONARY DOCUMENT

Network plans similar to this have been successfully developed throughout the world. One of the most notable examples is in Portland, Oregon, where the local government and residents worked together to develop their network of cycleways, walkways and parkland. This was then extended further into the urban environment to include a wholesale retrofit of streets, parks and industrial developments to achieve a fully connected city.

Planning and delivery of an overall Auckland network called 'Local Paths' (formerly known as Greenways)* is now well underway across the city, where plans are being developed in a ground-up manner by Local Boards with a shared vision; to greatly improve walking, cycling and ecological connections throughout the region.

GUIDING DOCUMENT

Upon adoption of this walking and cycling network plan, the Howick Local Board will identify a series of priority projects and look for opportunities to fund and create these connections over the coming years. Auckland Council will continue to develop Open Space Network Plans under its Open Space Strategy for all Local Board areas, and Local Paths plans will ultimately become a chapter of these.

*The Howick Local Board has opted to rename their Local Paths project as the Howick Walking and Cycling Network (HWCN), and will be referred to as such from here on in.

1.2 Strategic Fit

LINKS TO THE AUCKLAND PLAN

The Auckland Plan sets Council's long-term strategic direction, and sets out a vision to create the world's most liveable city. It provides an opportunity for integrated planning to significantly improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

Implementation of the projects contained within the HWCN plan can deliver on a number of the aims of the Auckland Plan, including:

Chapter 5: Auckland's Recreation & Sport

Priority 1: *Encourage all Aucklanders, particularly children and young people to participate in recreation and sport*

Chapter 7: Auckland's Environment

Priority 1: *Value our natural heritage*
Priority 2: *Sustainably manage natural resources*
Priority 3: *Treasure our coastlines, harbours, islands and marine areas*

Chapter 12: Auckland's Physical & Social Infrastructure

Priority 2: *Protect, enable, align, integrate and provide social and community infrastructure for present and future generations.*
Directive 12.8: *Maintain and extend the public open space network, sporting facilities, swimming pools, walkways and trails and recreational boating facilities in line with growth needs.*

Chapter 13: Auckland's Transport

Priority 3: *Prioritise and optimise investment across transport modes.*

LINKS TO OTHER INITIATIVES

In developing this walking and cycling plan, a number of related Council and non-council initiatives have been investigated and, where possible, included in the network:

- Auckland Unitary Plan;
- Local Board future planning documents such as the Howick Heritage Plan, Howick Village Centre Plan, and Howick Local Board Plan (2017);
- The large number of Special Housing Areas (SHAs) within the region, including those currently progressing around Flatbush;
- Auckland Council or private development proposals such as the Greenmount Reserve and Ostrich Farm Concept Plans, Barry Curtis Park and Lloyd Elsmore Park Masterplans, and the Mangemangeroa Development Plan;
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN), AMETI Eastern Busway, East West Connections project, and the Half Moon Bay Ferry / Bus Interchange.

LOCAL BOARD ASPIRATIONS

Each Local Board plan is a reflection of what elected members have heard from their community. Feedback gained both formally and informally is instrumental in shaping these plans, and they provide a touchstone for the aspirations of each area's community.

Successful implementation of high-performing walking and cycling routes has the potential to fulfil a number of the outcome aspirations in the Howick Local Board Plan (2017):

Outcome 1: Involved and connected communities

"We are proud of our area and participate in our community to make Howick a great place to live, work and play."

Outcome 2: Our future growth is managed effectively

"We want to ensure future growth is well planned a with good quality design and transport connections that enable people to move easily around our area."

Outcome 3: Valuing our cultural diversity

"We are culturally diverse and have great facilities for creative activities including music and dance, theatre and visual arts."

Outcome 4: A treasured environment

"We will keep our wonderful environment and admired coastline clean and safe for all to use."

Outcome 5: Our people are active and healthy

"Our extensive network of public places, and recreation and leisure facilities will be looked dafter so people of all ages and abilities can use them to remain healthy and active."

Outcome 6: A prosperous local economy

"We will attract new businesses to support our economy and provide opportunities for training and skills development. We will also continue to attract tourism to our area."

Supporting this vision, the Board Plan sets out a number of more tangible objectives per outcome, to guide allocation of funding and advocacy over the Local Board term. Construction of the walking and cycling network, as detailed by this document, can help to deliver on a number of these objectives, specifically:

Our future growth is managed effectively:

- A well integrated, well designed and efficient public transport system.
- Provide a quality network of better used parks and open spaces to meet existing and future growth needs.

Increasing the network of safe walkways and cycleways in Howick, and encouraging these modes of transport as practical, healthy options for community and regional connections is a main aim of any walking and cycling network plan.



A treasured environment:

- Our natural and built environment is well managed with ongoing support for pest and weed control, and pollution prevention.

The HWCN plan is a tool which can be used to deliver this outcome, by providing re-vegetated riparian ecological corridors. Such corridors offer habitat for both flora and fauna in the area, as well as doubling as a movement corridor to allow animals to move between larger areas of habitat.



Our people are active and healthy:

- Sport and recreation opportunities responds to the needs of our growing communities and offers a wide range of activities
- Planning and development of parks, walkways and cycleways and 'green fingers' are continued

The HWCN plan provides a connected recreational network, allowing residents to move safely through and between their existing open spaces. This has benefits for the health and well-being of those people actively using the network, as well as offering an opportunity for people to get out and meet others from their local community. It also has the potential to see a greater uptake of usage of existing recreational facilities in Howick.



1.3 What is a walking and cycling network?

DEFINITION

The aim of a walking and cycling network is to provide connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, the HWCN may cross existing areas of parkland, and follow street connections between parks. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

Implementation of the HWCN plan will better connect Howick to the neighbouring Otago-Papatoetoe, Maungakiekie-Tamaki and Franklin Local Board areas, and will also connect to regional walking/cycling proposals for the greater Auckland area. The adjoining map shows routes either under development or adopted by other participating local boards. Each board sets their own 'Local Paths' definition for their respective areas, based around a common aim.

BENEFITS OF A WALKING AND CYCLING NETWORK

There are many benefits from developing a network, including:

Recreation – Improving people's access to outdoor recreation and enjoyment close to their home;

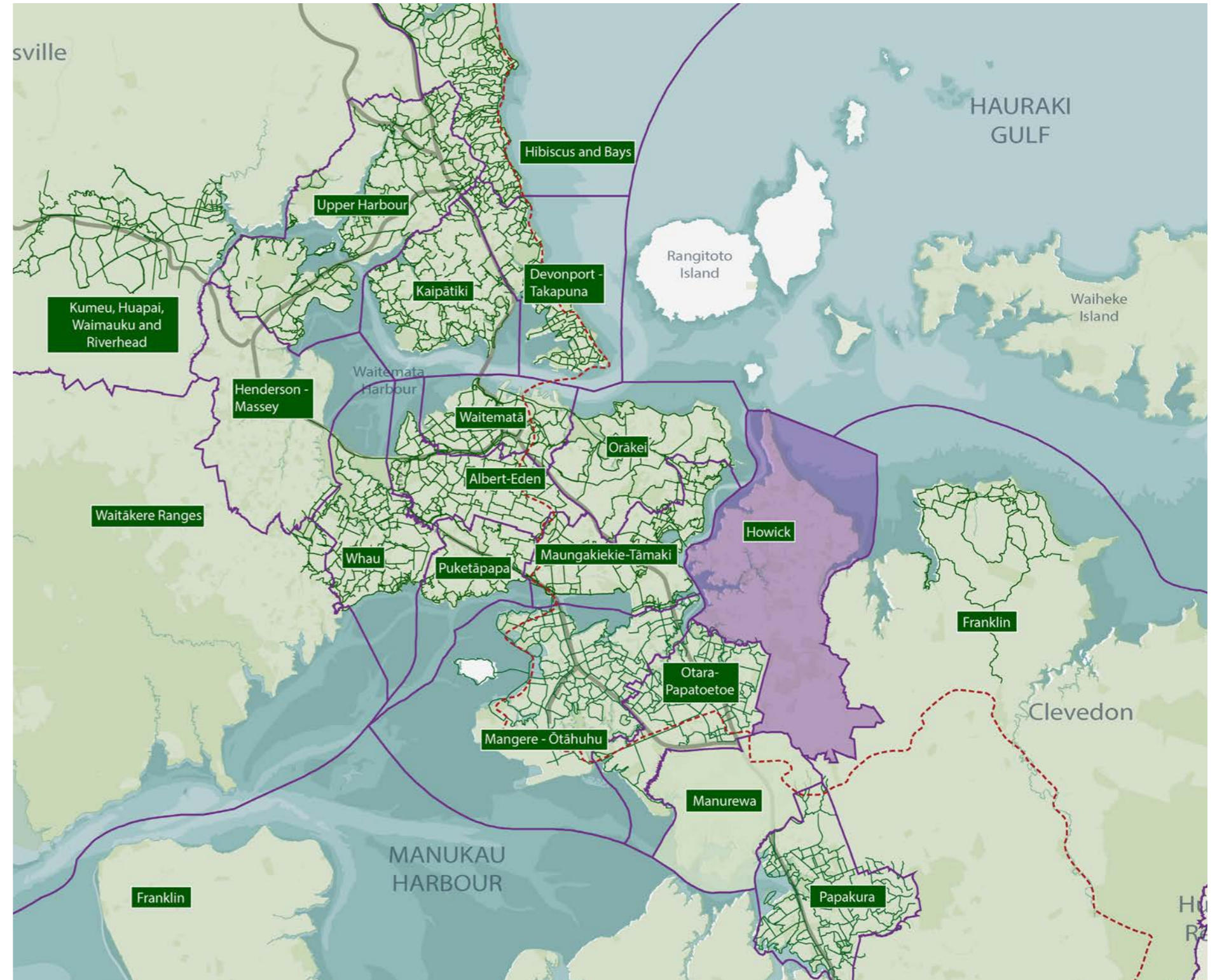
Environmental – reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving stormwater quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;

Social – providing improved opportunities for people to get outside and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities;

Health – providing improved opportunities for activity and fitness;

Education – Providing opportunities to learn about the vegetation, wildlife, ecology, history and people of the landscapes that they pass through; and

Economic – Increasing local employment as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors, and improve property values.



LEGEND

- Planned network routes (partially constructed)
- Local Board boundaries
- Te Araroa Walkway (National Walkway)

Boards with planning underway

Local Paths Network, Auckland



WHAT THE ROUTES MIGHT LOOK LIKE

The appearance of the network will vary dependent on its location. For instance, a connection that runs through parkland may look and function quite differently to a connection adjacent to a road or in a built-up urban environment. The adjacent images show what the network could look like in a variety of settings, including:

- parks, reserves, and connecting to bush areas
- alongside streams or ecological areas
- alongside industrial land or residential properties
- slow-speed traffic environments and major transport corridors.

The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area. It is also important that the network is connected through appropriate wayfinding signage and/or other forms of markers.

These aspects have been considered by Auckland's 'Local Path Design Guide', which will see the construction of each individual project following a consistent set of 'rules' to allow the projects to work together consistently as part of the overall network. See over the page for examples from the Local Path Design Guide.



CONNECTIONS IN OPEN SPACES



CONNECTIONS IN STREETS & TRANSPORT CORRIDORS

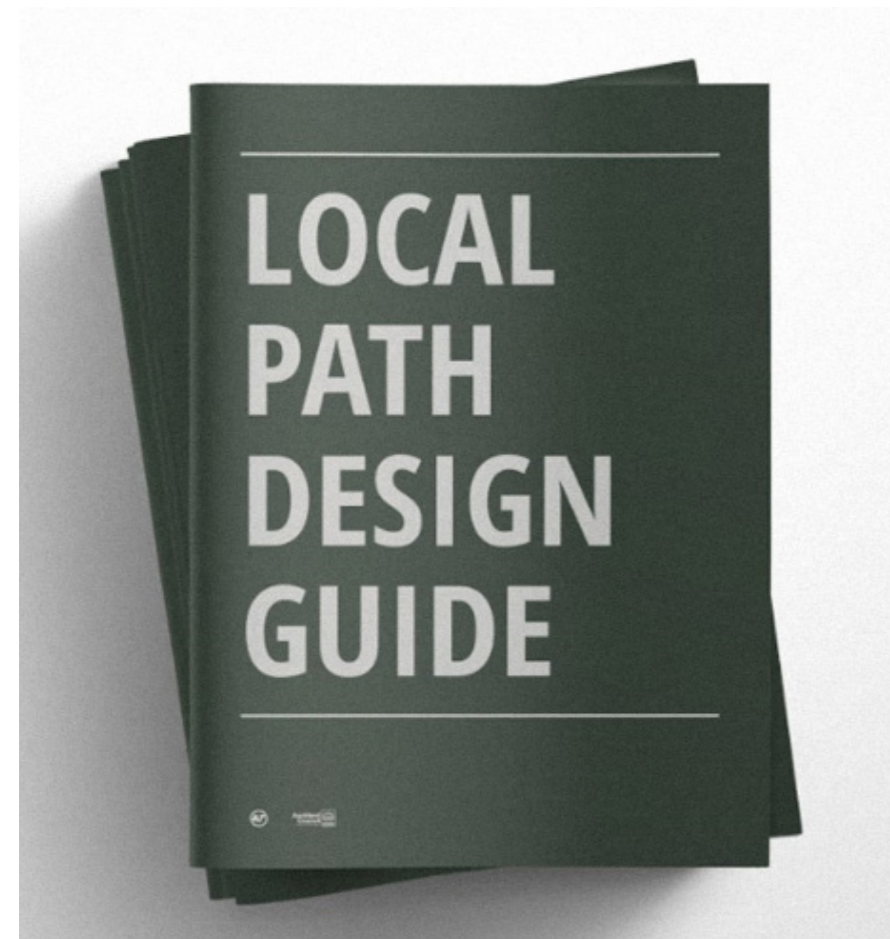


ECOLOGICAL OPPORTUNITIES

1.4 Local Path Design Guide

POSITIONING HOWICK'S WALKING & CYCLING ROUTES WITHIN THE WIDER AUCKLAND NETWORK

Over the last few years, Auckland Transport and Auckland Council have worked to produce a 'Local Path Design Guide' (March, 2017) for shared walking and cycling routes across all of Auckland. The purpose of this network planning document is to detail where the routes are to go, while the design guide describes their look and feel. It details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic, and it also spells out the minimum ecological aspects of the routes. Together, these two documents will form the backbone of the ongoing delivery of these projects for the Howick area, and ensure that the routes connect up in a logical manner to those in surrounding areas.



WHAT ARE LOCAL PATHS?

Local Path - Street

An on-street Local Path had pedestrians accommodated on footpaths with streets that are safe enough to cycle on without the need for separated cycle lanes. Traffic calming tools, pavement markings and signage are used to improve safety for all street users.

Local Path - Open Space

Off-road Local Paths run through parks and open spaces and accommodate both cyclists and pedestrians. Together with on-street Paths, they are designed to create linkages to local centres, parks, schools and transport links including Express Paths.

Express Path

Express Paths are major cycleways on busy streets or off-road paths. They connect people to major centres and form the base structure of the cycleway network.

Trail

A trail is distinct from a Local Path in that it is found in rural or bush settings and is primarily for recreation. Many trails will connect to Local or Express Paths, but may also allow for horse riding alongside walking and cycling. A trail can also be a bush walk, which due to topography would not be shared by cyclists. Trails are not generally intended to form a connection between destinations, and often run in loops.



1.5 Auckland Context

This map shows the Board area within its wider regional context, sitting approximately 20km east of Auckland's CBD. It is bound by the Huraki Gulf in the North, Tamaki River and the Mangakiekie-Tamaki and Otara-Papatoetoe local boards to the West, and the Manurewa and Franklin local boards to the South and East.

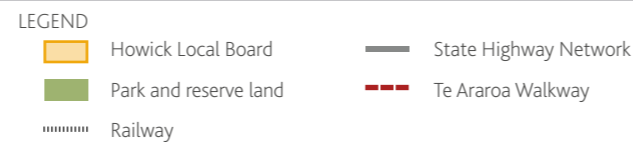
The Howick Local Board area takes in the established suburbs of Howick, Pakuranga, Bucklands Beach and Botany, as well as the industrial East Tamaki sector and the more recently developed Flatbush area. A significant increase in the residential population is forecast over the coming years, with a Special Housing Area (SHA) located within the board's boundary. This makes it uniquely positioned to take advantage of a pre-planned walking and cycling network, as these can be incorporated into new residential areas as they are constructed.

BROADER TRANSPORT CONNECTIONS

The Southern Motorway and railway line both sit outside of the Howick Local Board area, presenting a challenge of how to get people to these important corridors, or the transport hubs that link up to them (i.e Panmure and Manukau Transfer Stations). This is where planned walking and cycling routes may help to fill those gaps. From a safety perspective, the fact the area is not bisected by rail or motorway corridors means there is more opportunity to provide a safe and fully connected walking and cycling network. In terms of public transport access directly into the CBD, Howick has access to a number of ferry services running from Half Moon Bay, as well as a comprehensive bus network.

BROADER WALKING AND CYCLING CONNECTIONS

The walking trail 'Te Araroa' is a continuous 3,000 km track spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. While this route doesn't currently feature within the Howick area (instead running just beyond the southern boundary), there may be future potential to link other routes in with the national trail or out towards Hunua.



Scale 1:500,000 @ A3



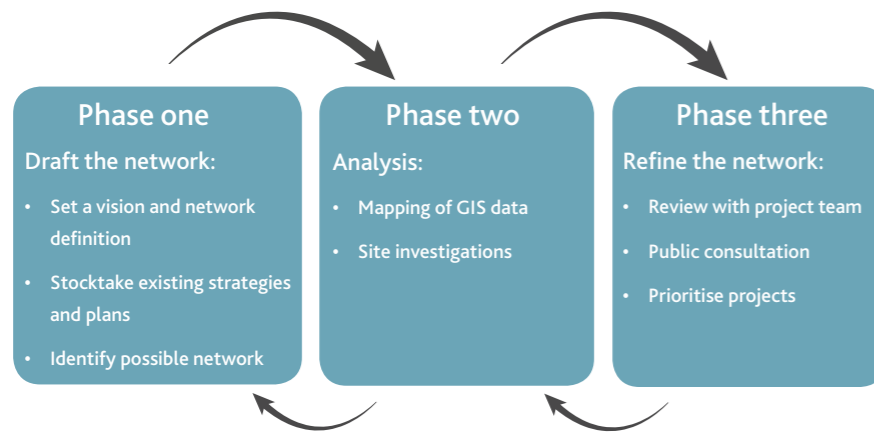
Picton Street, Howick Village



2.0 Methodology

2.1 The Process

The Howick Walking and Cycling Network was developed using a three-stage process as outlined below:



PHASE ONE - DRAFT THE NETWORK

As a first step, previous studies and planning documents relevant to the area were collected and reviewed. The Howick Local Board Plan (2017) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years. After this, a definition for the Howick Walking and Cycling Network (HWCN) was discussed and agreed upon with the Local Board, and a 'working party' was set up, which met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a high-level plan of walking and cycling connections as per the agreed components set out in the local network definition. Ecological improvements were also given consideration, to improve links between existing vegetated areas, including significant areas of bush, wetlands, coastal edges and streams. These desktop studies gave an understanding of the broad landscape patterns within the Howick area, and were used to guide phase two of the process, where the network was investigated on site.

This stage of the draft network plan was taken to the working party for review prior to undertaking site investigations, to ensure that it was aligned with the Board's aspirations and objectives for the project.

During this phase, discussions were held with Auckland Transport and other Council officers to inform them of the project, and to understand linked policies or projects that would affect the HWCN.

PHASE TWO - ANALYSIS

Following the desktop mapping, the draft route was overlaid with GIS data (in Appendix - Section A) to ensure that the network made appropriate connections to local destinations such as schools, community facilities, town centres and transport nodes.

The draft network plan was then assessed on-site to ensure that it provided logical, practical and safe connections. This process involved analysis of a number of aspects that could influence the suitability of the route, such as topography, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of any roading corridors identified as greenway routes.

All proposed connections were sighted and evaluated, and photo-record taken. Some connections were found to be inappropriate (where there wasn't enough space for a connection, the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

PHASE THREE - REFINE THE NETWORK

Following the analysis phase, the Howick Local Board and Council officers from Parks Sports and Recreation, Community Facilities and Local Board Services reviewed the proposed HWCN routes in detail, and a two-phase community consultation process was then carried out.

The first phase of community engagement / consultation was carried out as follows:

- Botany Community Day, 3rd March 2018
- Howick Village Market, 10th March 2018
- Digital communications via Shape Auckland, and Howick Local Board websites such as Facebook. Online consultation closed on the 8th April 2018.

Feedback was received from local organisations, members of the local community and residents of the wider Auckland area, and was generally supportive of the proposed routes.

The second phase was a targeted stakeholder session held mid May, which sought to gain feedback from groups with an active interest in this type of work. Invitees to this session included:

- Local recreational and interest groups, such as members from Bike East Auckland, and Fisher & Paykel Healthcare
- Auckland Transport
- Schools and Local Sports Clubs
- Local Business Association

Feedback from both phases of community consultation was then incorporated into the plans. This feedback helped to modify the draft routes based on real community needs, and was also very valuable in determining the priority routes described below.

Following consultations, routes were identified that could be prioritised for delivery and/or advocacy. The HWCN is a long-term project, to be developed over the next ten-twenty years, and project prioritisation helps the board focus on achieving sections of the plan within its three year term. Prioritisation is based on a number of factors including costs, benefits, constraints and opportunities, often driven by other local projects - including those by Auckland Council, Council Controlled Organisations and external stakeholders, such as NZTA.

The priority sections can be viewed in Appendix - Section C of this document.

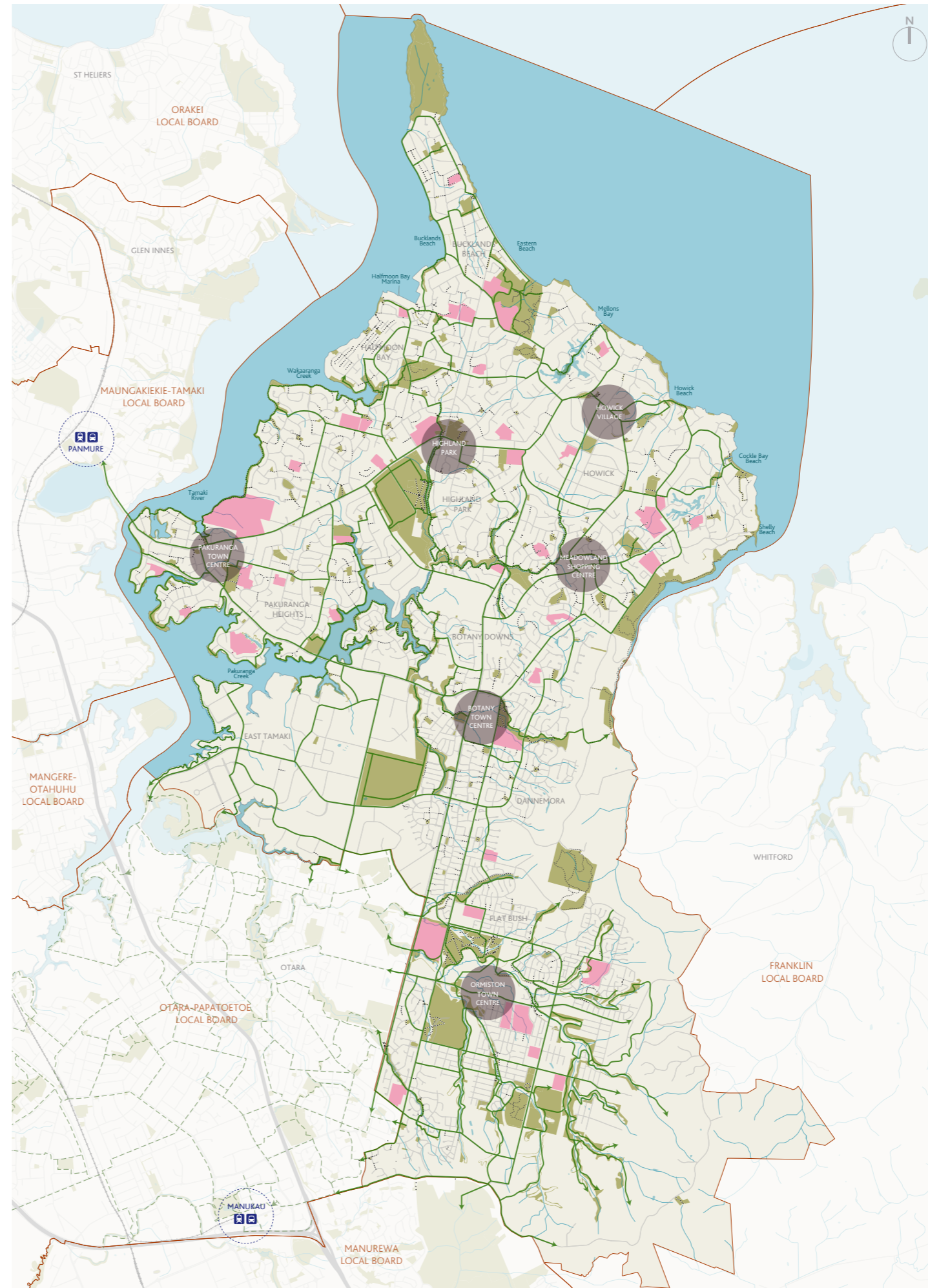




3.0 Network Mapping

3.1 Long-term Aspirational Routes

This map shows the completed Howick walking and cycling vision identified by the Local Board, including both the priority sections as well as longer term routes. This vision is aspirational, and will be reviewed on a regular basis as priority sections are completed, and as other related projects are completed.



LEGEND:

Base information

- Schools
- Parks & reserve land
- Streams & River
- Roads

HWCN connections

- Proposed route
- Existing paths
- Transport Interchange hub
- Neighbouring local board routes

3.2 Long-term Aspirational Routes with Additional Future Planning Overlays

This map shows the walking and cycling network as it relates to the draft Auckland Cycle Network (ACN), and other long term planning overlays. The other planning overlays shown here include:

- AMETI Eastern Busway

It is worth noting that the routes do not often overlap with the ACN's 'highway' or 'connector' routes, as these are predominantly on busy roads where opportunities for amenity, recreational and ecological improvements are very difficult to achieve. Routes tend to overlap with the ACN's 'feeder' routes much more closely, and are included in AT's definition of a feeder route. These routes are usually on low traffic volume, 'minor' streets where improvements to the streetscape are more practical to achieve.

It is also of note that the ACN is currently in draft form, and a process to better align the 'feeder' routes with the various Local Board Local Paths plans is currently underway. It is intended that both the ACN and the HWCN plans are 'live' documents, which will be updated at regular intervals. ACN routes shown on this map were current as of November 2017.

LEGEND:

Base information

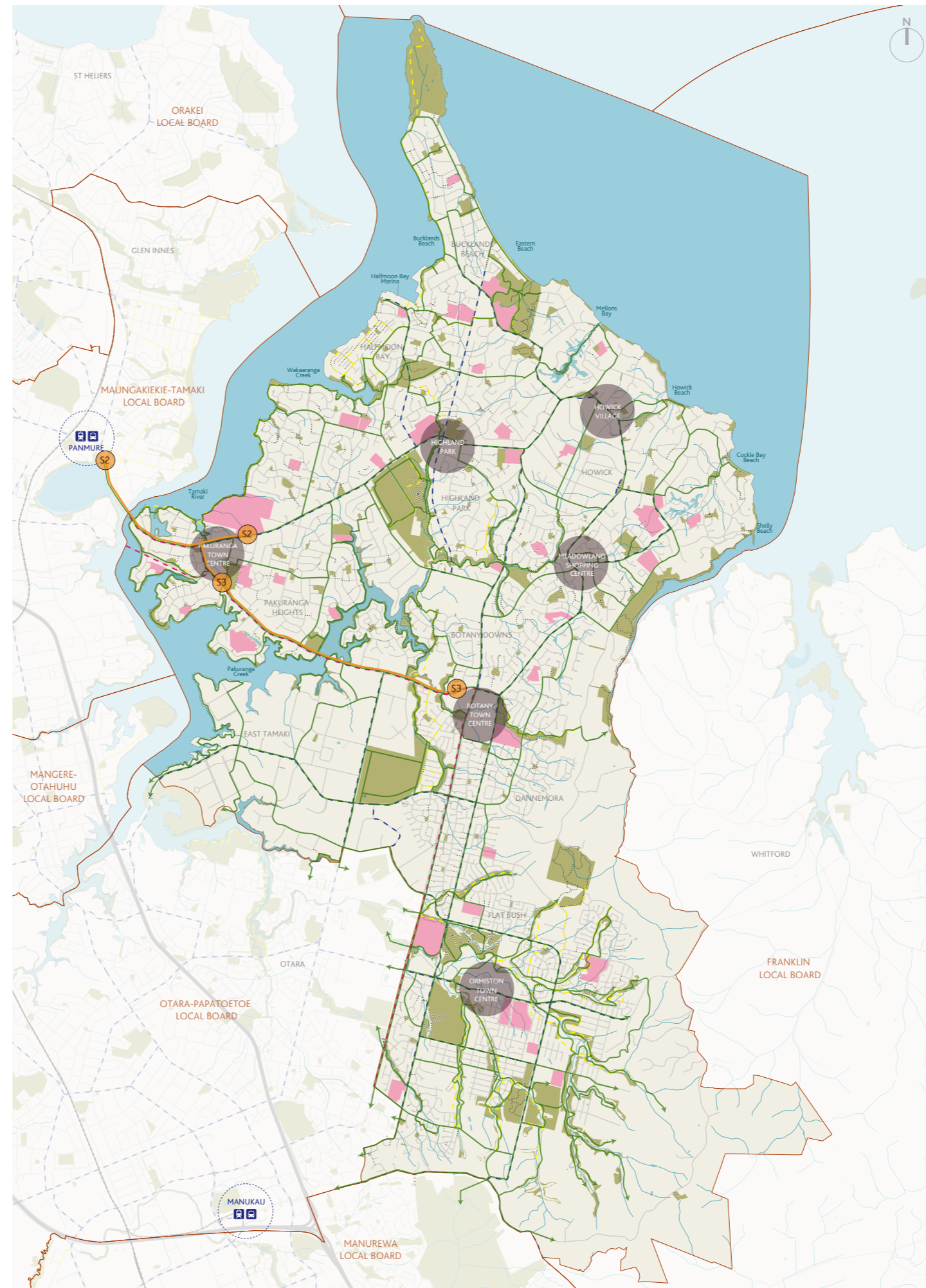
- Schools
- Streams & Rivers
- Parks & reserve land
- Roads

HWCN connections

- Proposed route

Future Planning Overlays

- ACN Metro
- ACN Connector
- ACN Feeder
- AMETI project stages



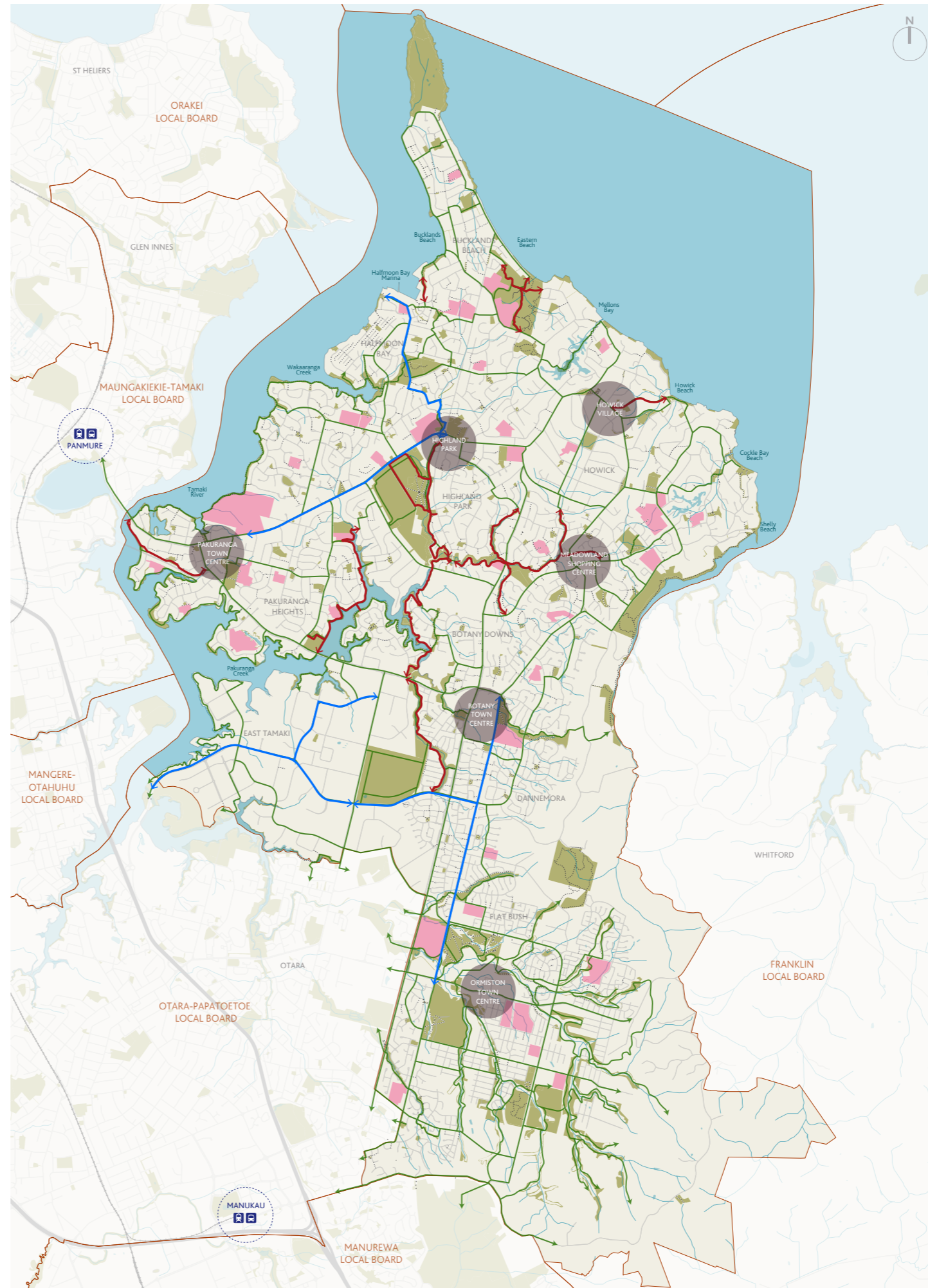
3.3 Proposed Priority Routes

As noted earlier, the HWCN plan is a long term vision, and in order to deliver a tangible result, a number of routes have been prioritised for delivery and/or advocacy over the next 3-5 years. Not all of these routes will be delivered, due to financial constraints - but these routes give an indication of where attention will be focused in the short term.

The routes have been split into recreational and commuter routes, as there are clear distinctions between them in terms of context and location.

- Recreational routes are typically on council-owned park land and may follow existing paths (i.e upgrading the Cascades Walkway to shared path standard).
- Commuter routes are typically on-road, and will require strategic design and implementation working alongside Auckland Transport.

Further detail on these routes is contained within Appendix C.



LEGEND:

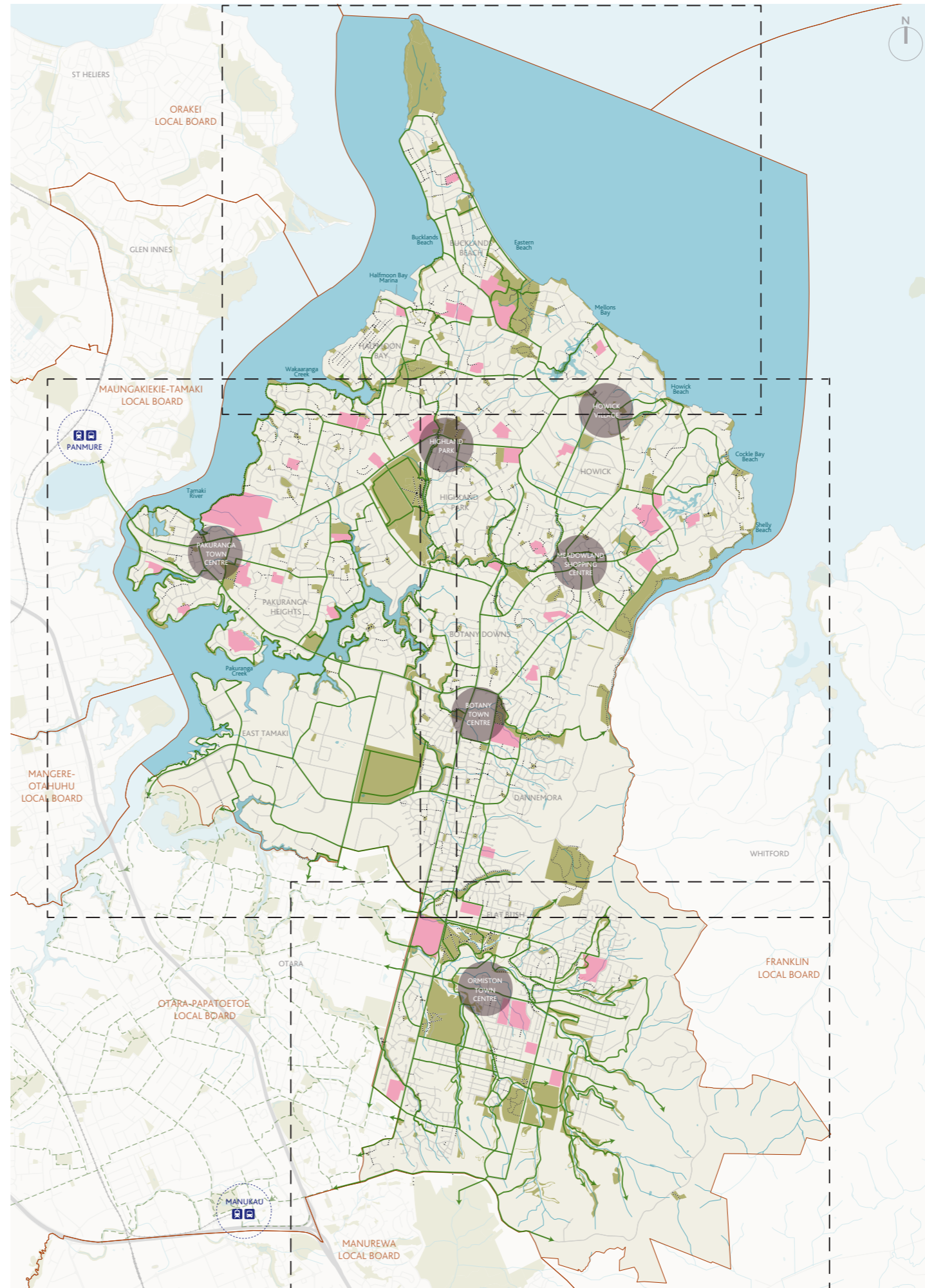
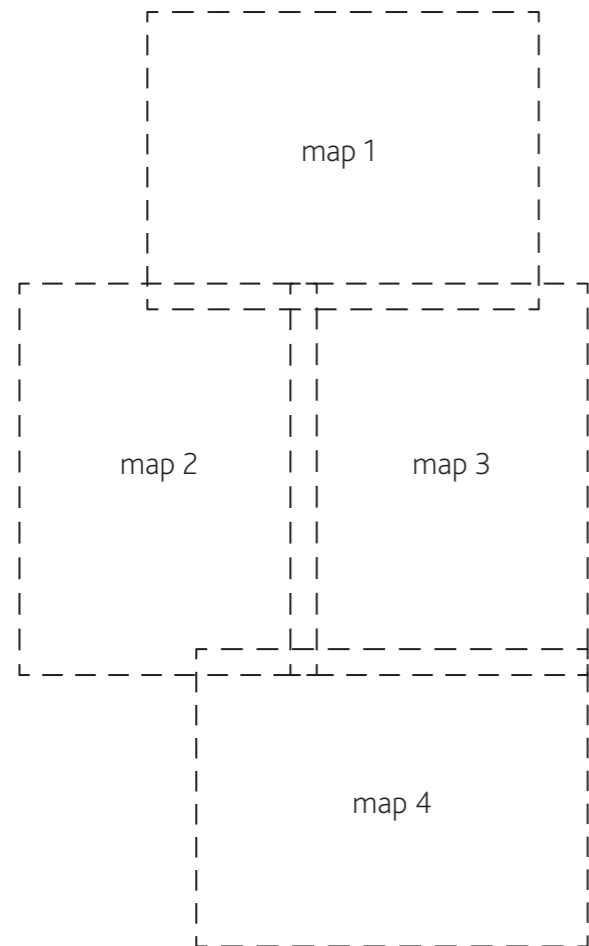
Base information

- Schools
- Parks & reserve land
- Streams & Rivers
- Roads

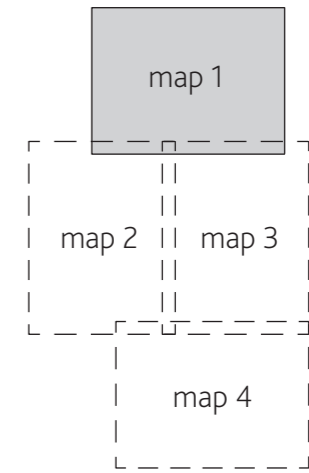
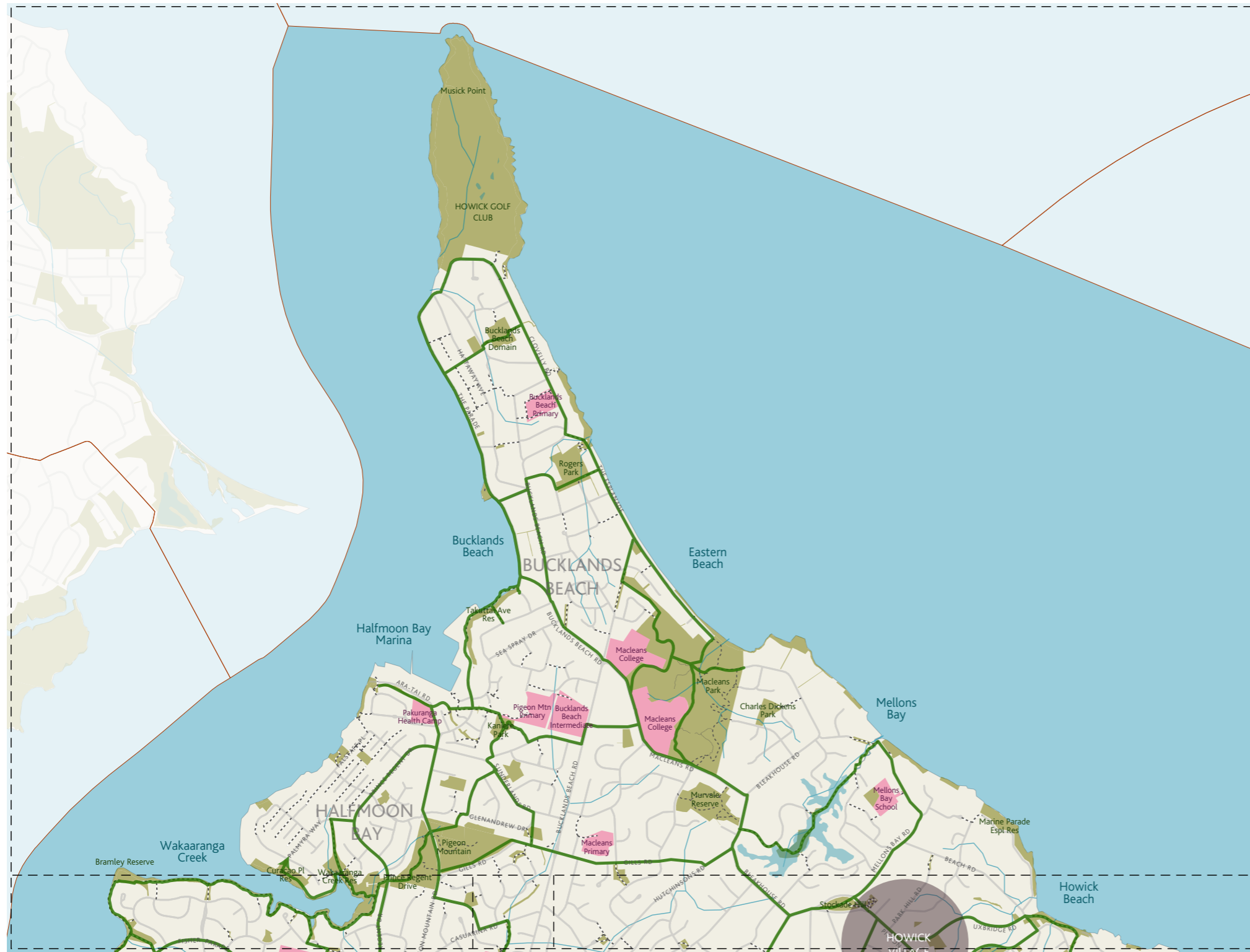
HWCN connections

- Proposed route
- Existing paths
- Priority Routes (Recreational)
- Priority Routes (Commuter)

3.4 Proposed HWCN Reference Plan



3.5 Proposed HWCN Plan MAP 1 OF 4

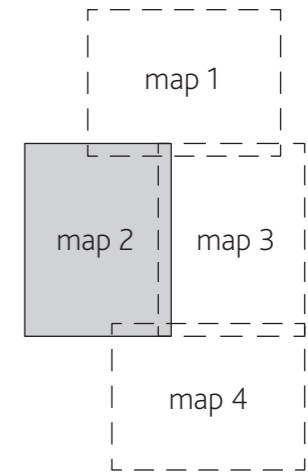
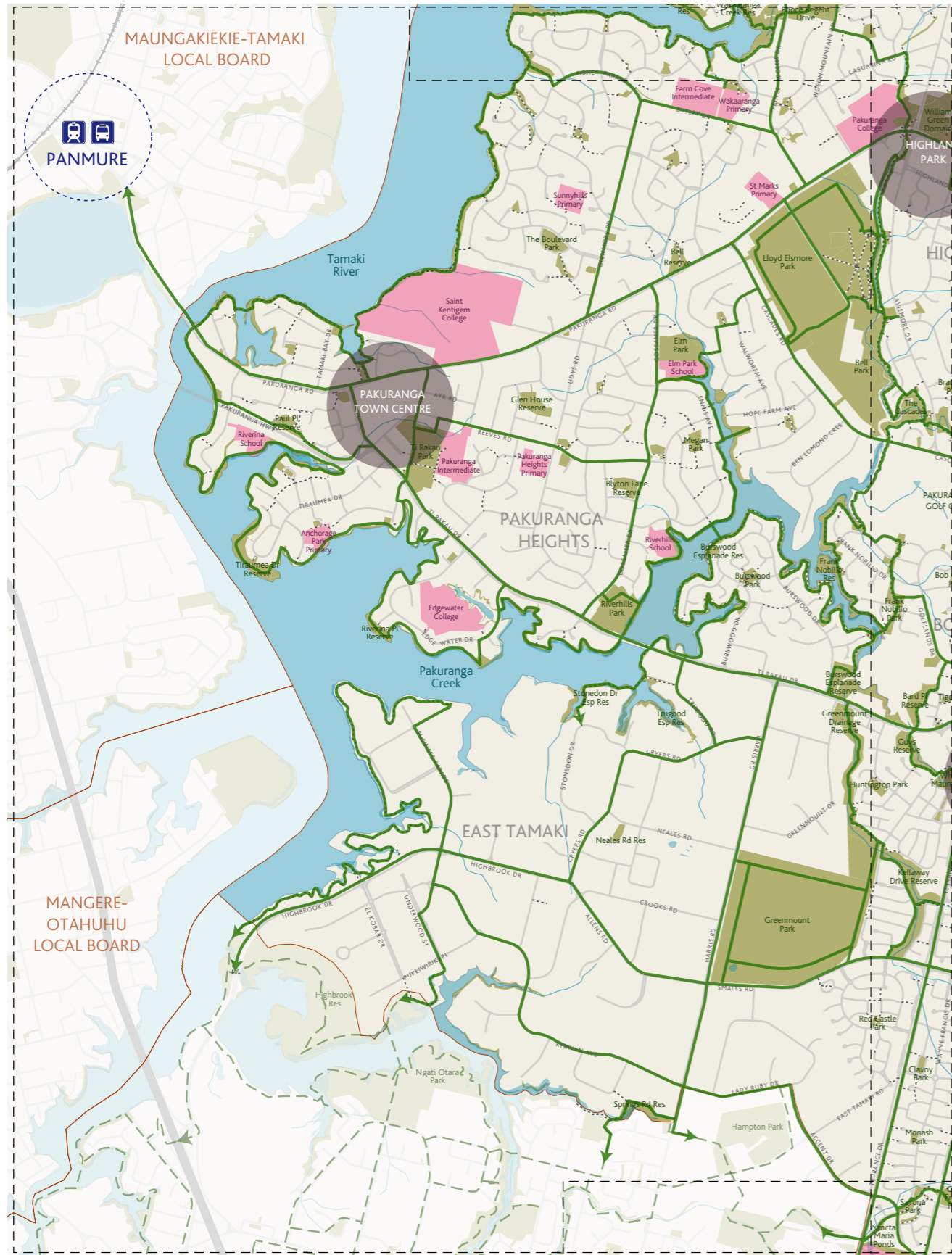


LEGEND:

Base information	HWCN connections	
 Schools	 Streams & Rivers	 Proposed route
 Parks & reserve land	 Roads	 Existing paths
		 Neighbouring Local Board routes



3.5 Proposed HWCN Plan MAP 2 OF 4

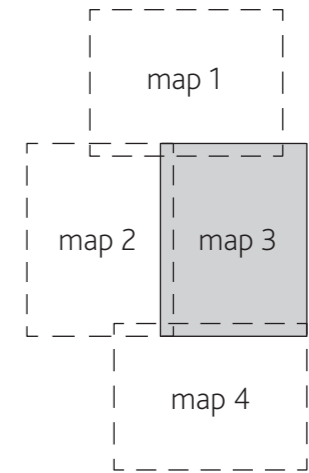
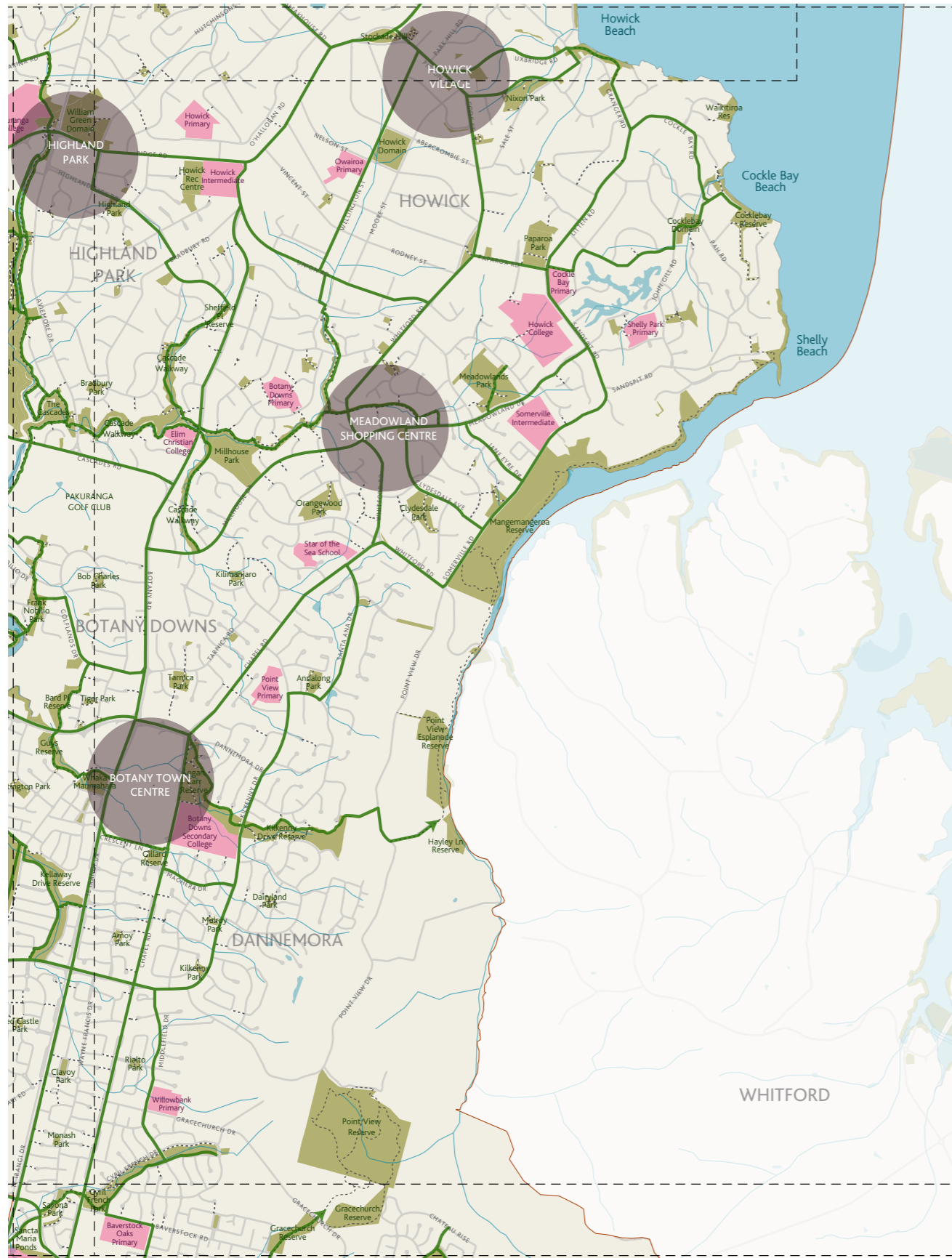


LEGEND:

<u>Base information</u>		
 Schools	 Streams & Rivers	
 Parks & reserve land	 Roads	
<u>HWCN connections</u>		
 Proposed route	 Neighbouring Local Board routes	
 Existing paths		



3.5 Proposed HWCN Plan MAP 3 OF 4

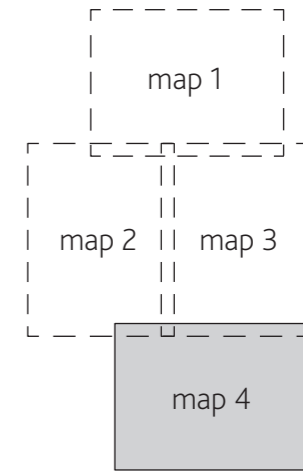
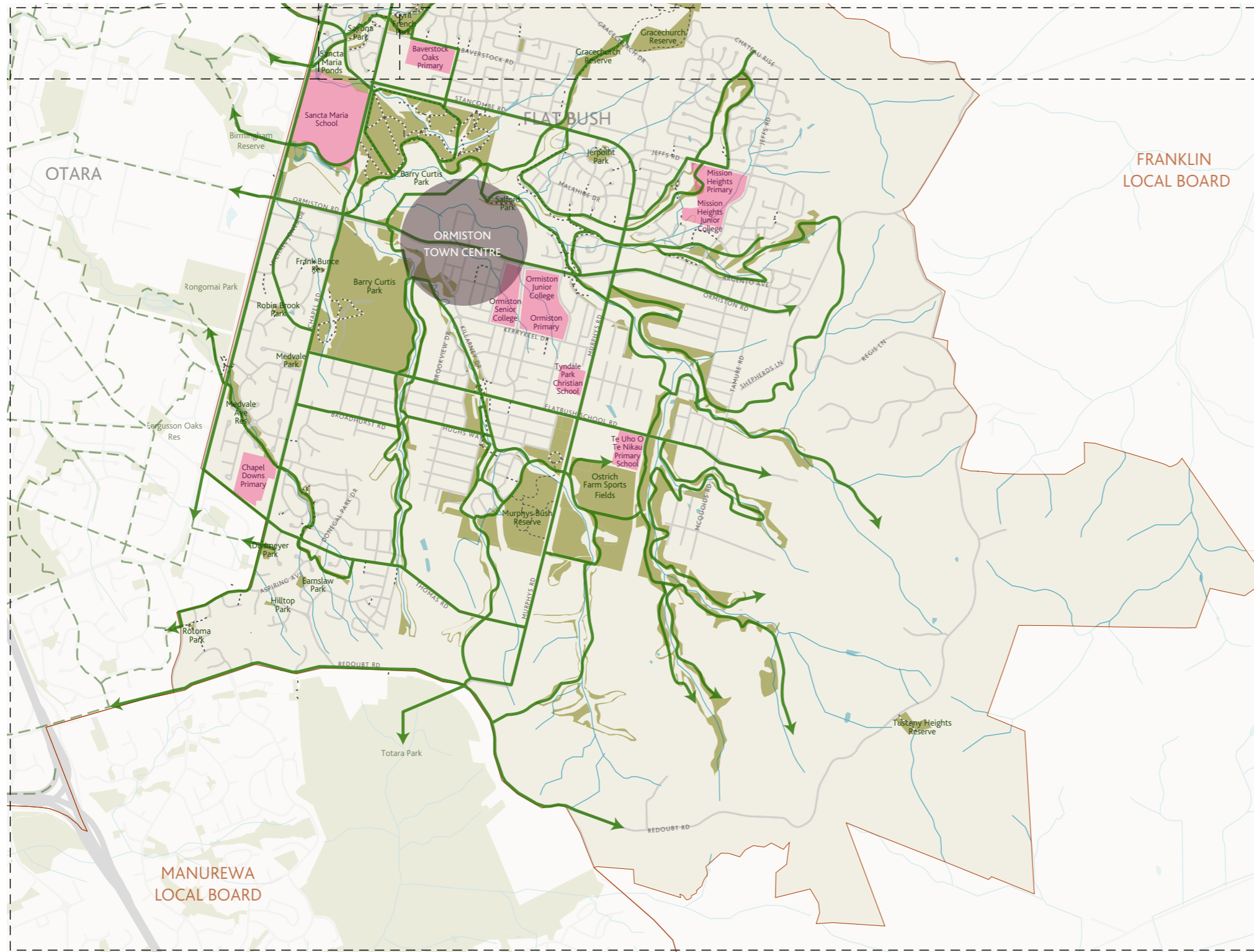


LEGEND:

<u>Base information</u>		
Schools	Streams & Rivers	
Parks & reserve land	Roads	
<u>HWCN connections</u>		
Proposed route	Neighbouring Local Board routes	
Existing paths		



3.5 Proposed HWCN Plan MAP 4 OF 4



LEGEND:		Base information		HWCN connections		Neighbouring Local Board routes	
	Schools		Streams & Rivers		Proposed route		Neighbouring Local Board routes
	Parks & reserve land		Roads		Existing paths		





4.0 Future Development

4.1 Future Development

The Howick Walking and Cycling Network will be implemented over time to achieve (in part) the outcomes envisaged in the Local Board Plan. Implementation of this plan will include the upgrade of existing walking and cycling connections (both on and off-road), as well as the creation of new connections within open space land, through designation areas, and/or via partnerships with non-council parties.

Successful implementation of the plan requires co-ordination and commitment from the Howick Local Board, Auckland Council, Auckland Transport, as well as relevant public agencies such as the NZTA, Watercare Services Ltd, Transpower and Vector. Assistance from community groups, local businesses or schools would also greatly improve delivery of the network.

The following section gives an overview over the future development and implementation of the HWCN plan in the short-medium term, including best practice for implementation, stakeholder involvement and funding availability, related case studies and the prioritisation strategy.



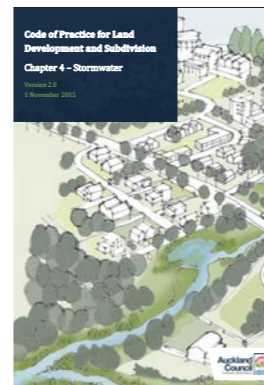
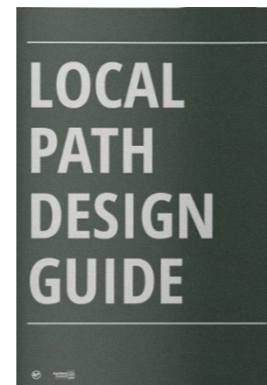
4.2 Best Practice for Implementation

Successful implementation of the HWCN plan relies on a co-ordinated approach between Auckland Council's Parks, Healthy Waters (Stormwater) and Community and Cultural Policy departments, as well as Auckland Transport. Future detailed planning shall take into consideration best practice guidelines, which include:

- Auckland Council/Auckland Transport Local Path Design Guide (2017)
- Auckland Transport Code of Practice (ATCOP)
- Auckland Council Stormwater Code of Practice (Healthy Waters)
- Auckland Council Parkland Design Guidelines (Community and Cultural Policy, Draft)

In addition to the above and all relevant unitary plan controls, there are related 'best practice' documents developed by external agencies that should also be taken into account as designs develop, including:

- Bridging the Gap: NZTA Urban Design Guidelines
- DoC Caring for Archaeological Sites: NZ Guidelines
- Ministry for the Environment (MFE) National Guidelines for CPTED



4.3 Stakeholder Funding and Information

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the walking and cycling network.

Likely stakeholders, other than those previously mentioned include:

- Neighbouring Local Board areas (Franklin, Otara-Papatoetoe and Maungakiekie-Tamaki)
- Mana whenua
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Local residents and business associations
- Forest & Bird

Grass-roots community involvement is very important to ensure the ongoing success of the network plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of planting/weed clearance days, 'adopt a stream/street' groups, fundraising, lobbying and artistic input.

Funding has been allocated for roading improvements in the board area in Auckland Council's Long Term Plan (LTP) for the next 10 years, and it is envisioned that a portion of this will be used to implement the HWCN. Other funding avenues include Auckland Transport and the NZTA's regional cycleways fund. In addition the Local Board has planned open space projects to assist with implementation of the priority sections of this Plan.

The maps contained in Appendix - Section C, break down the prioritised projects in more detail, to assist with budgeting, advocacy and programming.



Barry Curtis Park

References



Image reference

- Cover Page
1. Photographer - Liesching, Claire (2017). Macleans Park looking towards Eastern Beach, Howick.
- Page 3
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Appendices



Tamaki River Festival, Bramley Drive Reserve



A. Analysis Mapping



A.1 Howick Local Board Area

This aerial photograph shows the broad landscape patterns of the Howick Local Board area within its surrounding context. The area is bound northwest to northeast by the Waitemata Harbour, specifically the Tamaki and Mangemangeroa Estuaries on either side of the peninsula, and several small bays in between.

Howick is one of the older 'urbanised' board areas on the isthmus, with large zones of residential land which have been established for a long time. A pocket of rural land is visible at the southern boundary of the board, from Flatbush towards Murphys Road. Some of this is set to change however, with sections of this rural pocket posited for residential development under the Unitary Plan.

Looking at the Board area at this scale, there are three 'macro' landscape patterns which define it from a Local Paths perspective:

- Generally flat contour, meaning that the walking and cycling network can occur on good accessible grades to maximise usage.
- Relatively long sections of coastline, with good portions of this in public ownership.
- Industrial land neatly confined to the East Tamaki business precinct, while the remainder of the board area is residential. No large transport infrastructure bisects the area.

Howick connects to four local board areas;

- Maungakiekie-Tamaki (to the northwest)
- Otara-Papatoetoe (to the southwest)
- Manurewa (to the south)
- Franklin (to the east)

All four board areas have developed their own Local Paths plans, and as the Howick routes are constructed, care will be taken to ensure that the links shown flow smoothly out into these adjacent areas.

A.2 Significant Ecological Areas

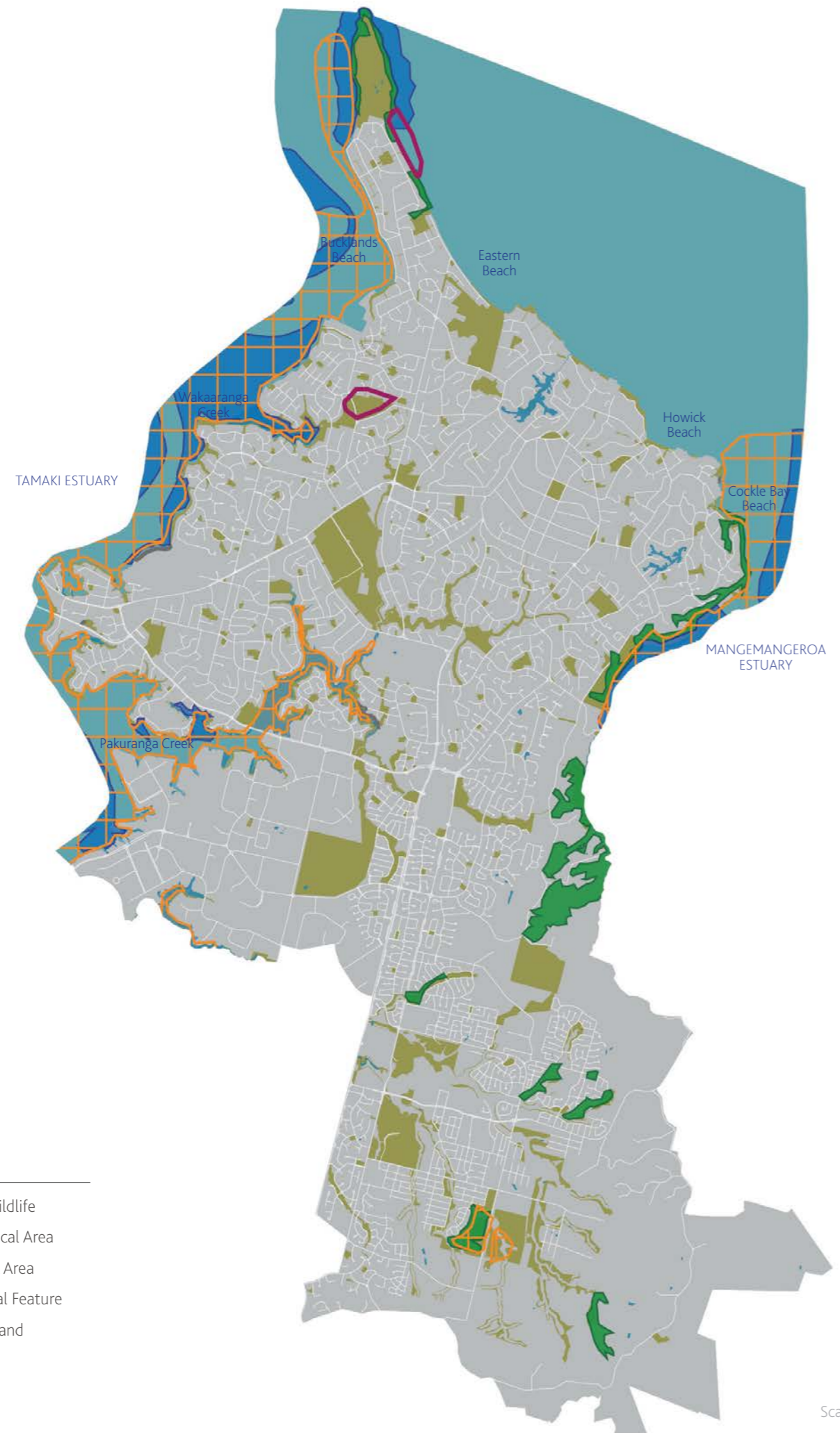
This map shows Significant Ecological Areas (SEA's) as identified within the Auckland Unitary Plan. Much of the ecological significance in the Howick area relates to its marine environment. The entire western coastline of the Tamaki Estuary (Waitemata Harbour) is a regionally significant wildlife habitat, extending down to the narrow inlets where Pakuranga Creek traverses inland. The eastern coastline from Cockle Bay Beach to Mangemangeroa Estuary is highlighted as a significant wildlife area as well, but is also of high terrestrial ecological importance due to the native bush margin located in Mangemangeroa Reserve.


There are several other significant terrestrial ecological areas within the project area, primarily the protected native bush at Murphys Bush Scenic Reserve, and some nearby land on Jeffs Road. The HWCN project can support and link these ecological 'nodes', strengthening resilience of the network as a whole. Fully-formed routes can treat and reduce contaminated urban stormwater runoff, improving the health of both freshwater and coastal waterways.

The Auckland Regional Policy Statement (ARPS) notes that the intertidal flats and sand-shell spit of the Tamaki Estuary provides a number of roosting sites for hundreds of wading birds using the estuary to feed. Bird species that are known to frequent the area include the South Island pied oystercatcher, pied stilt, godwit, knot, turnstone, golden plover, banded and NZ dotterels, wrybill, black-backed and red-billed gulls, caspian terns, pied and little shags, white-faced and blue reef herons. Grey warblers, fantails, and kingfishers, along with numerous introduced species, can often be heard if not seen walking along the spit too.

In order to maintain the wader population, preservation of roosting areas is one of the most important factors. If public land access is provided to any of these areas for walking and cycling routes, it should be planned so as to least disturb these features. Protection of the intertidal sand and mud banks is also essential for bird life in the harbour.

As with archaeological areas, the presence of such rich fauna brings with it specific development constraints, but adds greatly to the interest and potential education potential of any walking and cycling routes here.



Scale 1:80,000 



A.3 Key Open Spaces

This map includes large open spaces with a recreational function (typically playing fields, attractive walks, gymnasiums and pools). These areas can be considered 'destination' points within the open space network, and connecting these via walking and cycling routes will improve usage of both.

This map shows that recreational destinations are generally well distributed within the Howick area, with a number of smaller parks and green spaces located in between.

Lloyd Elsmore Park is one of Auckland's premier parks and sporting grounds, comprised of approximately 80 ha. It is home to a wide range of sports clubs and facilities, including a council owned leisure centre and pool complex, a theatre, community hall and the Howick Historical Village. The Cascades Walkway runs through Lloyd Elsmore and connects to several neighbourhoods. A key goal for the HWCN is to replicate this sort of connection in other local open spaces, and create a more accessible network of recreational destinations.

- LEGEND:
- Notable Parks
 - Parks and reserve land
 - ▬ Roads

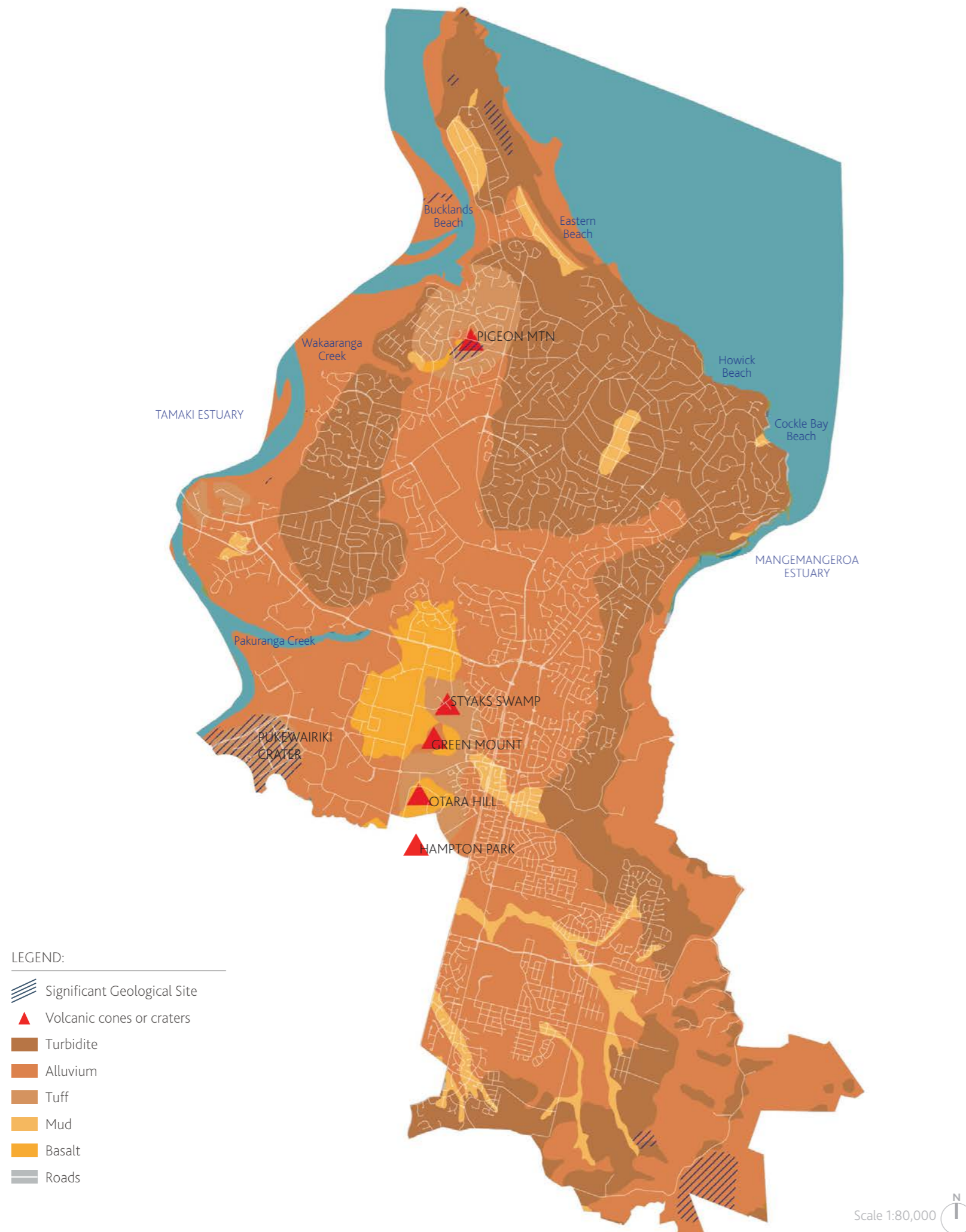
Scale 1:80,000

A.4 Geology

The underlying geomorphology of the Howick area is heavily influenced by its volcanic history. The area generally comprises of low lying and gently undulating alluvium soils, as well as turbidite rock which can be seen predominantly on the eastern coast. Along the stream and coastal inlets there are areas of muddy substrate, while pockets of local volcanic deposits are situated around the volcanic cones and tuff rings in the area.

A number of prominent volcanic landscape features occur within the study area including:

- Pukewairiki Crater (Highbrook Park) - a breached explosion crater and tuff ring located on the end of the Waioura Peninsula.
- O Huiarangi (Pigeon Mountain) - a scoria cone which was created from a wet explosion crater with surrounding tuff ring, of which during the eruption some of this tuff ring arc collapsed back into the explosion crater to form a double rim. Today Pigeon Mountain only exists as half a volcanic cone, as the northern half was quarried away between 1950 and 1970.
- East Tamaki volcanoes - a line of four volcanoes, which are thought to have been wet explosion eruptions that occurred at similar times, lies in the East Tamaki industrial area between the Otara-Papatoetoe and Howick local board areas:
 - Styaks Swamp - the youngest volcano of the four, the crater once contained a swamp but is now covered by industrial development.
 - Matanginui (Green Mount) - a former scoria cone which was quarried away in the early 1900's before becoming a landfill site. Remedial works have recently been undertaken to reform the cone - and upon reduction of gas levels - turn it into a large public park.
 - Te Puke o Taramainuku (Otara Hill) - formerly a scoria cone with smaller scoria mounds, a breached crater and tuff ring 'moat', Otara Hill was completely quarried by 2002 and is now covered by industrial subdivisions.
 - Hampton Park - the oldest of the four volcanoes, the heart of the cone was quarried during the late 1800's but its lower slopes and maori terracing remain. Hampton Park sits within the Otara-Papatoetoe Local Board Area.



A.5 Hydrology and Catchments

This map shows stormwater catchments, sub-catchments and the 100 year flood plains within the Howick Local Board area, as well as local watercourses. The primary waterways in the area include Pakuranga, Wakaaranga, Mangemangeroa and Botany Creeks; which flow out to the surrounding coastal beaches and estuaries in the Waitemata Harbour.

Some of the streams in the area have been significantly modified over time – with large sections of Botany Creek and Pakuranga Stream being channelised (these streams run along the length of Lloyd Elsmore Park and the Cascades Walkway). In addition, a number of minor streams run through industrial areas and suffer the effects of pollutant runoff. These often flow out via pipes and culverts to the harbour and contribute to the poor water quality of the Tamaki Estuary. The 2016 State of Auckland Report Card marks the ecological health of both marine and freshwater environments in Howick as severely unhealthy (D and F ratings).

The Local Paths network typically aims to follow streams and their tributaries for a number of reasons, including:

- Projects along waterway offer opportunities to enhance local ecology through riparian planting, habitat restoration, and daylighting/re-naturalisation, all of which have great potential in strengthening Auckland's network of ecological corridors.
- Riparian planting also acts as a filtration system, improving water quality as pollutants from overland flow paths are removed.
- Well planned planting and pedestrian/cycle facilities will ensure that routes along waterways will be highly used, which in turn will provide increased stewardship by users alerting authorities of incidents of pollution, dumping etc.
- There are educational benefits of opening up and restoring our stream corridors, to tell the stories of local ecology to our communities, and in turn this can further promote stewardship.



LEGEND:

- Catchments
- Streams/Rivers
- Floodplains
- Roads

Scale 1:80,000





- LEGEND:
- 50m contours
 - 10m contours
 - Park and reserve land
 - Roads

Scale 1:80,000



A.6 Topography

Most of the suburbs in Howick are built on relatively flat to gently sloping land, with the exception of the coastal and rural fringe areas along the eastern boundary, which grade down steeply into the Mangemangeroa and Point View/Redoubt Road valleys.

Some of the suburbs also take in small streams and channels where minor local incisions have been carved by the stream network, but topography along these corridors is generally non-challenging.

From a walking and cycling perspective a flat contour is favourable, as it allows for a range of route options, avoiding busy roads; and is suitable for a wider range of ages and physical abilities. Where the network may encounter steeper topography, routes will be selected to minimise vertical climb, by orientating the paths along cross slopes.

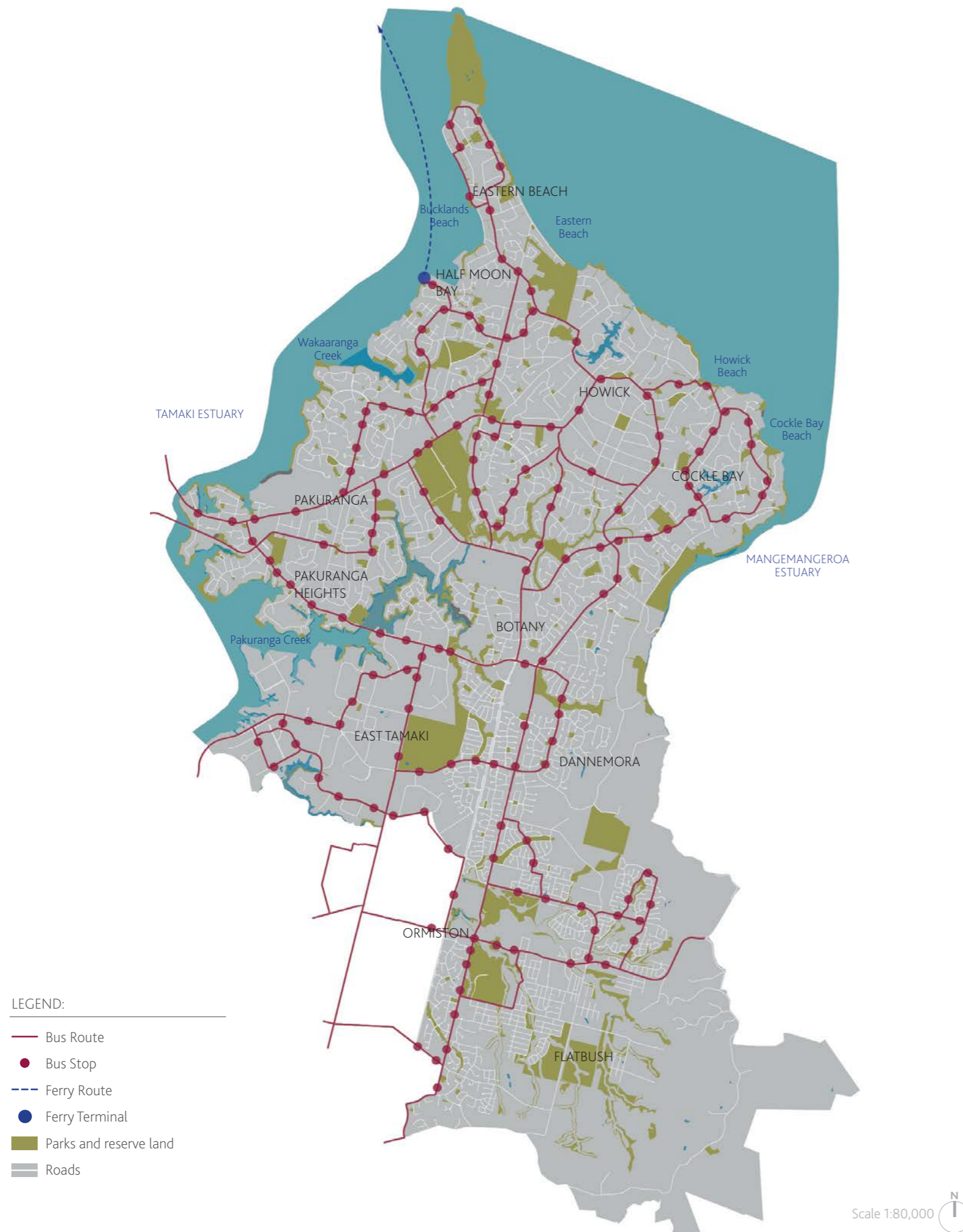
In terms of the proposed routes, further investigation is required at a detailed stage to determine the feasibility of providing cycle access. There may be walking-only tracks provided where cycling is not possible due to slope.

A.7 Public Transport Network

Existing and planned public transport routes are illustrated on the adjacent map, showing residential areas of Howick, Botany, Pakuranga and Flatbush which are relatively well serviced by public bus routes. Some of these suburbs also have access to ferry services at Halfmoon Bay Marina. There is no rail within the Local Board area and it is a long trip for most residents to get to the nearest station which is in Panmure, however there are park and ride facilities available at Panmure Station.

In planning the HWCN routes, links to the major transport hubs at Panmure and Manukau were a key consideration, as those transfer stations would likely service a large amount of residents needing to travel towards the city for work etc.

Bus routes were also considered as these routes offer less potential for creating 'slow speed' walking and cycling street environments, and the buses themselves create more risk to cyclists. On-road routes therefore avoid bus routes wherever possible, although links to bus stops have been considered. However it is important to note that the HWCN routes do aim to tie into the future implementation of the AMETI Eastern Busway scheme, which will see separate dedicated bus and cycle lanes go in along sections of Pakuranga Road and Ti Rakau Drive.



A.8 Road Hierarchy

Existing road hierarchy has been considered when determining the HWCN routes in order to create safe, desirable and high-amenity environments, encouraging use by as many Aucklanders as possible.

Major, medium and arterial roads are typically busy roads that provide for a range of transport types, including cars, buses and trucks. Careful consideration needs to be taken where the HWCN intersects or runs along these roads, to ensure desirable/safe routes are formed.

Minor or local roads are slower speed environments with lower traffic flows, and will typically provide more desirable walking and cycling connections. While these tend to be prioritised when planning the routes, careful consideration at the design stage will still be required in order to ensure there will be adequate passive surveillance and motorist awareness of pedestrians, cyclists and recreational users.

The road hierarchy also affects potential for street 'greening' initiatives, such as narrowing traffic lanes, providing vegetated chicanes and shared spaces, and treating stormwater on site. Methods for providing safe crossing points will also be affected by the road hierarchy - for instance, un-signalised crossings are unlikely to be permitted on arterial roads.



- LEGEND:
- Major & Arterial Roads
 - Medium Road
 - Minor Road
 - Park and reserve land

Scale 1:80,000

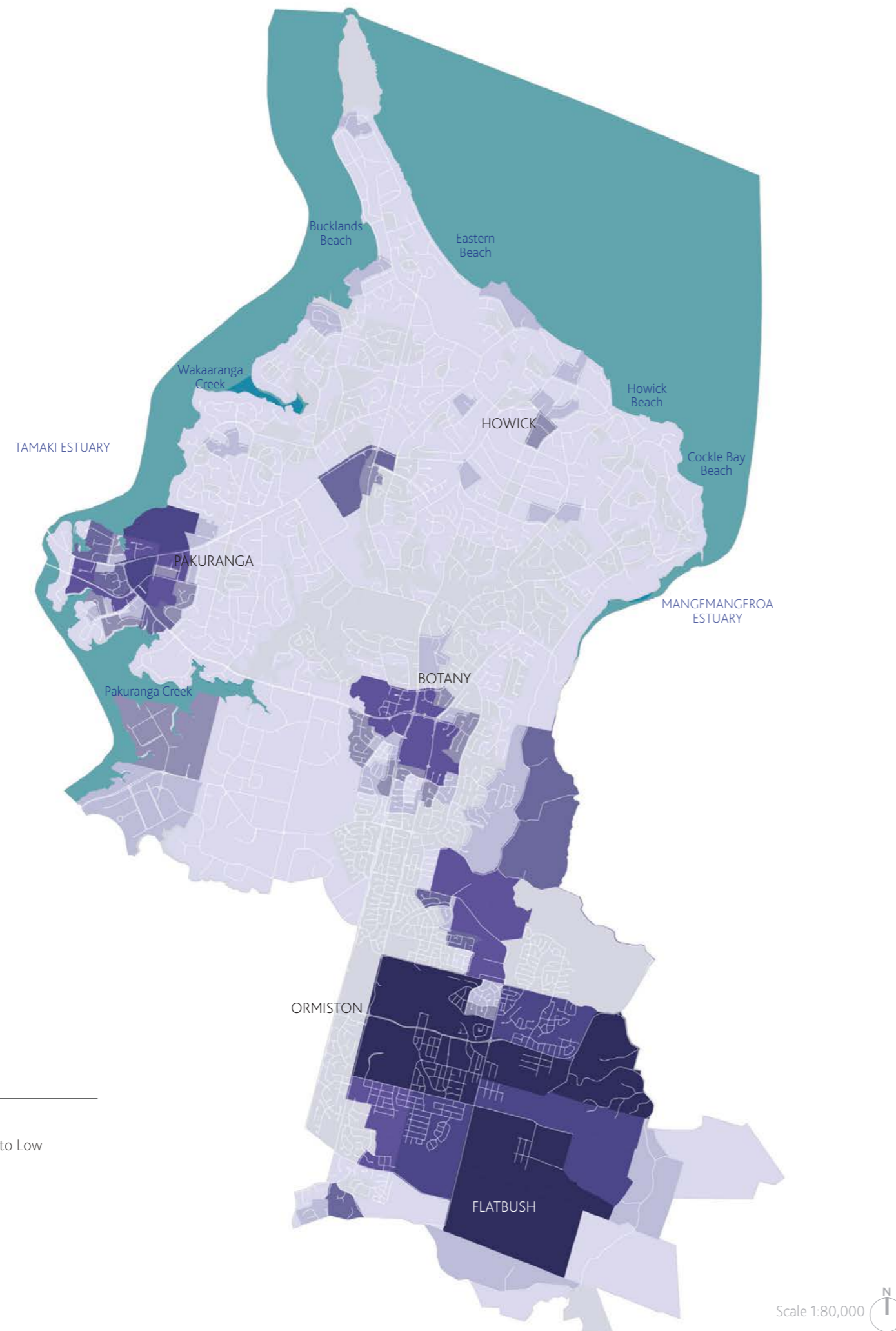
A.9 Population Density & Growth Centres

The adjoining map shows anticipated population density growth between 2011 - 2051. Population and dwelling density is important in walking and cycling planning as it shows where potential users will be coming from, and it is logical to focus efforts in these areas (in addition to providing strategic regional connections, which are not as influenced by proximity to housing).

While Howick has traditionally been comprised of three main residential areas (Howick, Botany and Pakuranga), this map shows where recent and planned growth will also be occurring, notably around the Ormiston and Flatbush developments. Growth is also anticipated at the Botany Town Centre and Pakuranga Plaza areas.

Areas of low population density on the map reflect the older, more established suburbs of Howick where larger-sized lots prevail, as well as the East Tamaki commercial industrial business precinct.

In general, as a city intensifies, residential section sizes become smaller, and residents require recreation facilities beyond their backyard. While this can be perceived as a negative impact of intensification, if well planned, these public open spaces can actually build communities by providing locations and facilities where people from different communities can come together and meet.



Scale 1:80,000

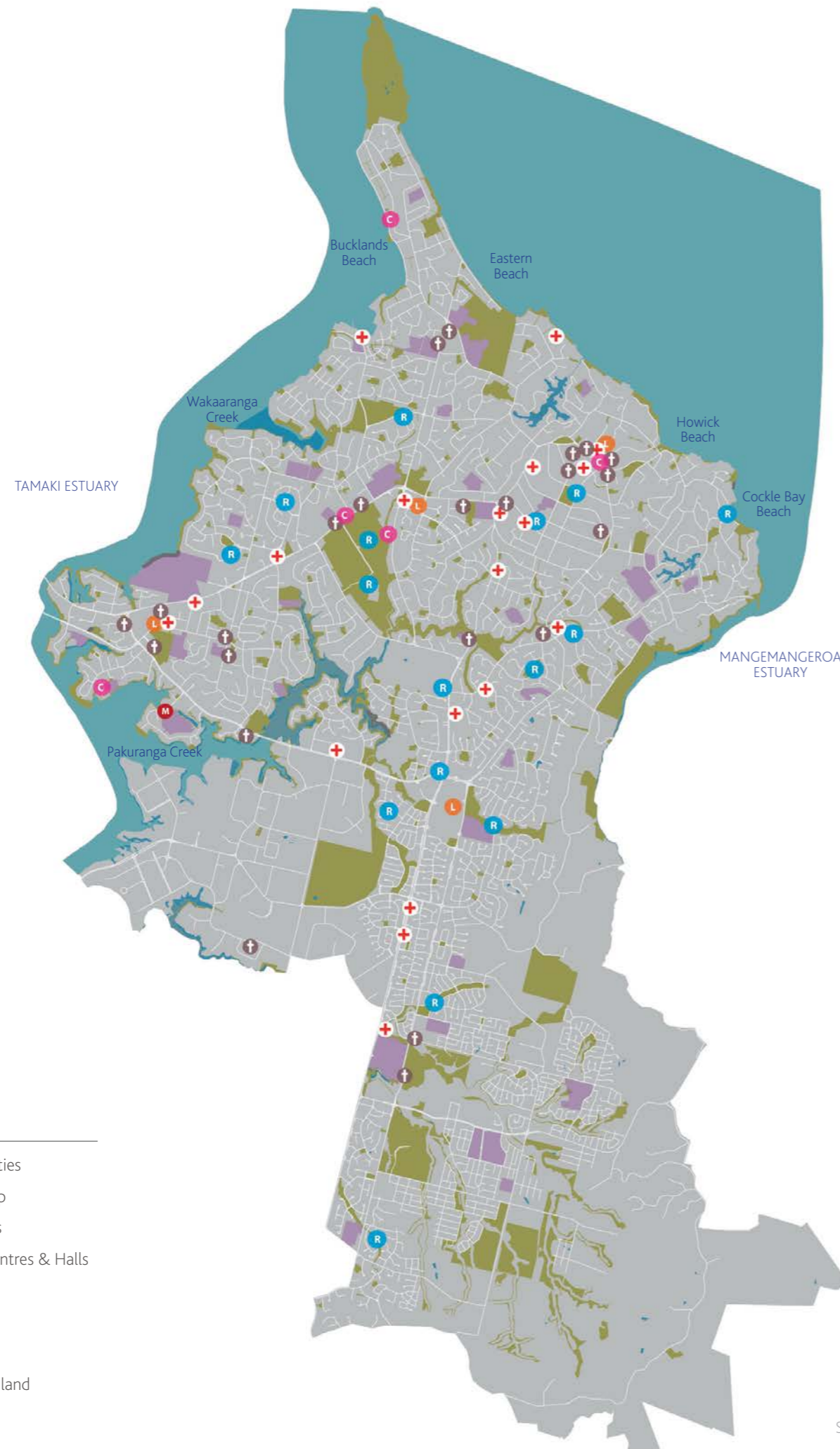
A.10 Social Infrastructure

This map shows community facilities in the Howick Local Board area, including schools, community halls, places of worship, community centres, libraries, swimming pools, recreation facilities and marae.

Schools and community facilities are critical points in planning the walking and cycling routes, as they provide both an opportunity to create connections via easements, while also providing destinations in their own right. These facilities are visited on a frequent basis, so to be able to offer safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

Proposed connections to schools may be influenced by existing 'walking school bus' routes. Auckland Transport makes funding available for walking school bus routes, and it is possible that some connections could be supplemented by this funding stream.

Any easement proposal within the boundaries of a community facility would need to be firstly consulted with the landowner or leaseholder, and needs to be carefully considered to ensure the safety of students/facility users, and minimise risk of property damage. Some access may need to be limited to certain times of day for these reasons.



LEGEND:

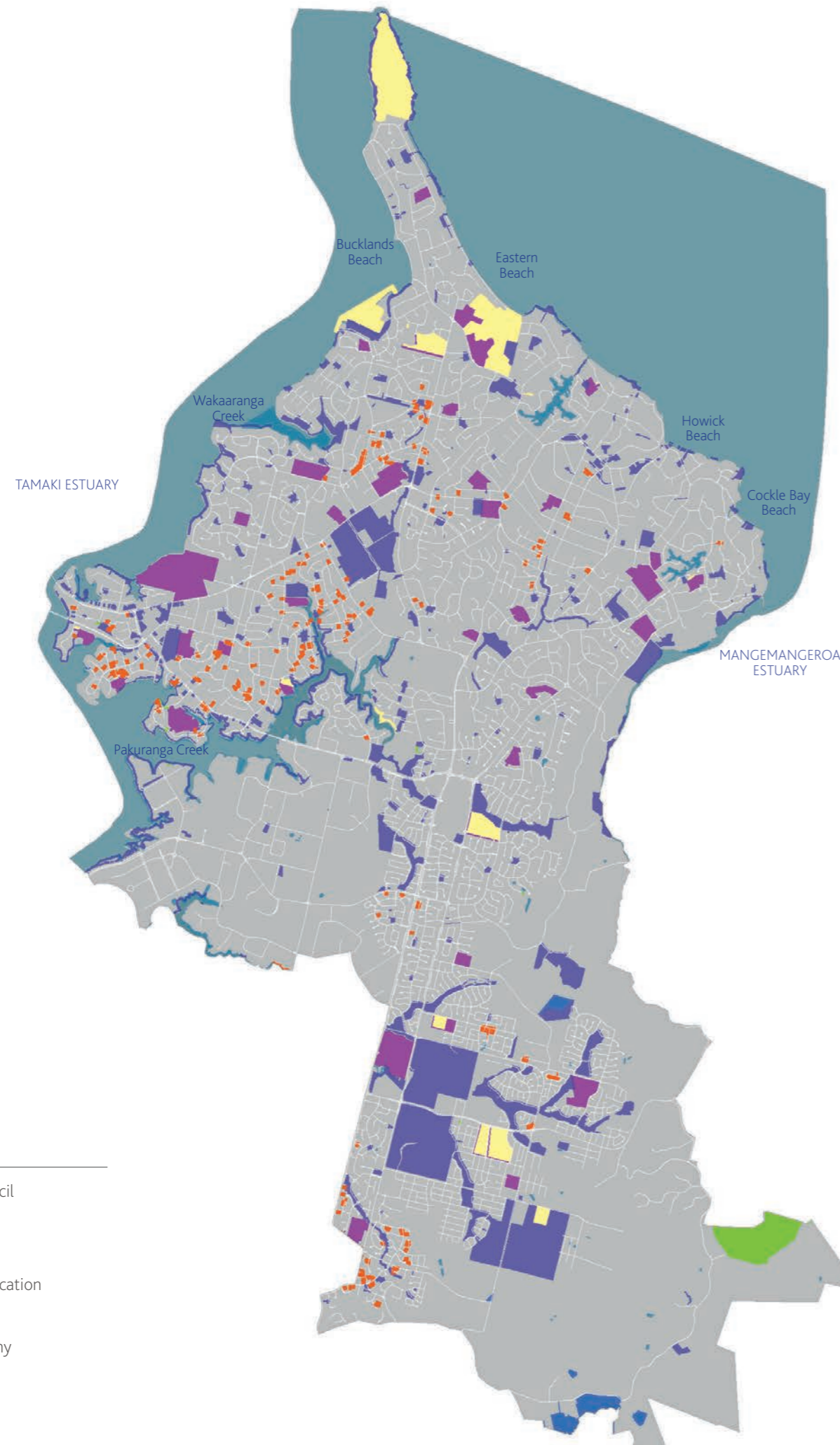
- R Recreation Facilities
- † Places of Worship
- + Medical Facilities
- C Communities Centres & Halls
- L Library
- M Marae
- Schools
- Park and reserve land
- Roads

A.11 Land Ownership

This map shows land within the Howick Local Board area that is in some form in public ownership. This information is important, as connections on publicly-owned land are more readily achieved than those on privately-owned property.

Publicly-owned land within the study area has been divided in to four types of ownership:

- **Auckland Council and Council Controlled Organisations (CCO's):** This land may be available for HWCN connections, dependent on the current or proposed usage of the site. CCO's include Watercare Services Ltd, Auckland Transport, Panuku (Development Auckland), Regional Facilities Auckland and Auckland Tourism, Events and Economic Development Ltd (ATEED).
- **Government Departments and Ministries:** Educational institutions generally feature large areas of open space, and discussions may be held regarding public use and/or connection easements over this land.
- **Housing New Zealand (HNZ):** In areas where there is a cluster of HNZ properties, discussions may be held regarding redevelopment of housing stock, and the redistribution of public open space to a layout which suits both housing and recreational purposes better.
- **Crown generally:** This is land owned by the Crown and may include conservation land administered by the Department of Conservation (for example, Macleans Park); as well as commercial forests, leased pastoral land, and marine and coastal areas.



LEGEND:

- Auckland Council
- Crown
- Housing NZ
- Ministry of Education
- Watercare
- Energy Company
- Roads

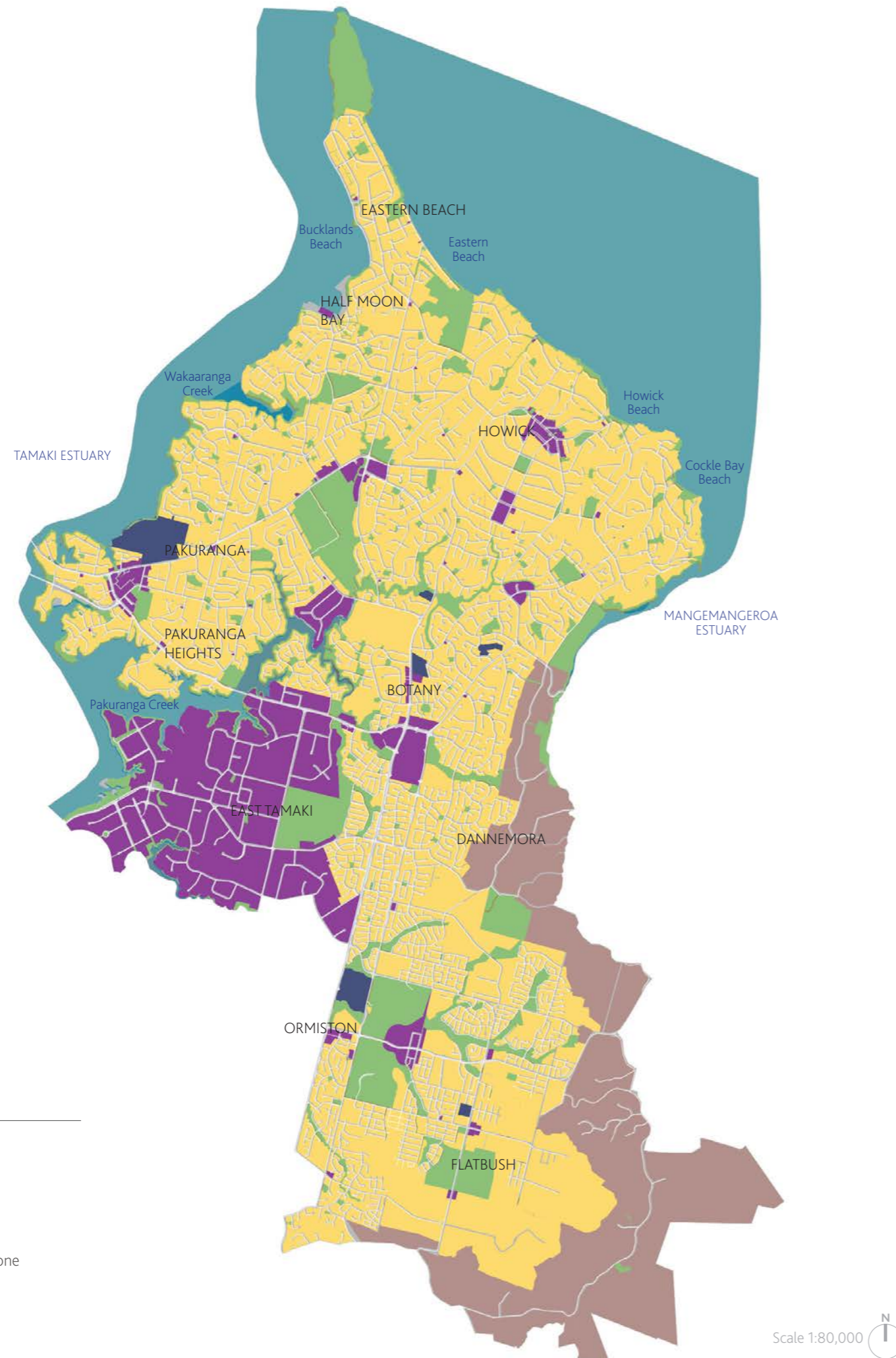
Scale 1:80,000

A.12 Unitary Plan

This map shows Auckland Council Unitary Plan zoning (operative since 2016) which supersedes the legacy council District Plans. In essence, the Unitary Plan is a blueprint for future development in Auckland, covering everything from housing densities to heritage and environmental protection.

Zoning in the Howick area can be summarised as:

- Residential Zones:** Is the largest land use, and relates to areas that are predominately but not exclusively used for residential activity. Howick is a relatively well established district, and most of the residential areas are zoned 'mixed housing suburban' meaning properties may subdivide and build up to 2 storeys. Overall dwelling density here will be similar to other Auckland suburbs.
 The pockets of housing around all the main centres and business areas are zoned 'mixed urban and terraced housing/apartment zones' to encourage higher density living in these areas. Development here can occur with 3+ storeys depending on context.
 In contrast, the residential strip running between Howick Village and Howick and Cockle Bay Beaches is zoned as 'single housing' to retain its low density character.
- Open Space Zones:** Relate to a range of open spaces. There are 5 broad zones which facilitate the management of activities on public open spaces including conservation, informal recreation, sport and active recreation, civic and community.
- Business Zones:** Relate to commercial and industrial activities, including retailing, servicing, offices, warehousing, manufacturing and research orientated activities. Zoning for business for Howick is predominantly concentrated in East Tamaki, which draws a large number of employees from both inside and outside the Local Board boundaries. Smaller business zones are also located at town centres and shopping precincts such as Pakuranga Plaza, Botany Town Centre, Howick Village and Ormiston.
- Rural Zones:** Relate to rural activities, including rural production, rural character and amenity, rural industry and services. Rural areas may include areas of ecological significance as well as countryside living.
- Special Purpose Zones:** Relate to sites or areas that require special treatment and are of particular consequence to the communities well-being, health and safety but do not conform to the provisions of the standard zones.



Scale 1:80,000



A.13 Auckland Cycle Network (ACN)

This map shows the Auckland Cycle Network (ACN) overlaid onto the Howick Local Board area. The ACN is based on the Regional Cycle Network (RCN), which was developed by the former Auckland Regional Transport Authority in conjunction with former legacy Auckland councils and the NZTA. The ACN is driven by the Auckland Plan growth projections and the Auckland Integrated Transport Plan 'One Network' approach, both of which share an estimated completion date of 2040.

The ACN is broken into three types of cycleways:

- Metro
- Connectors
- Feeders

'Metro' cycleways offer the highest level of service to the cyclist, in that they are dedicated connections, continuous, direct and traffic free. They typically exist along motorway or railway corridors.

'Connectors' follow arterial routes, and are designed to connect people quickly and directly to key destinations and public transport nodes. They are on road connections. A number of these exist already, many in shared bus lanes.

'Feeders' are local neighbourhood connections. These may include and/or double up with the HWCN routes. 'Feeder routes' are intended to connect open spaces, and like HWCN routes are likely to follow quieter streets.

Within internal officer workshops for the development of Auckland's 'Local Paths', Auckland Transport has expressed an interest in adjusting their 'feeder' routes over time to align more closely with those routes developed via Local Board plans – so as to align delivery and funding.



LEGEND:

- Metro
- Connector
- Feeder
- Parks and reserve land
- Roads

Scale 1:80,000



A.14 Cultural Heritage Inventory

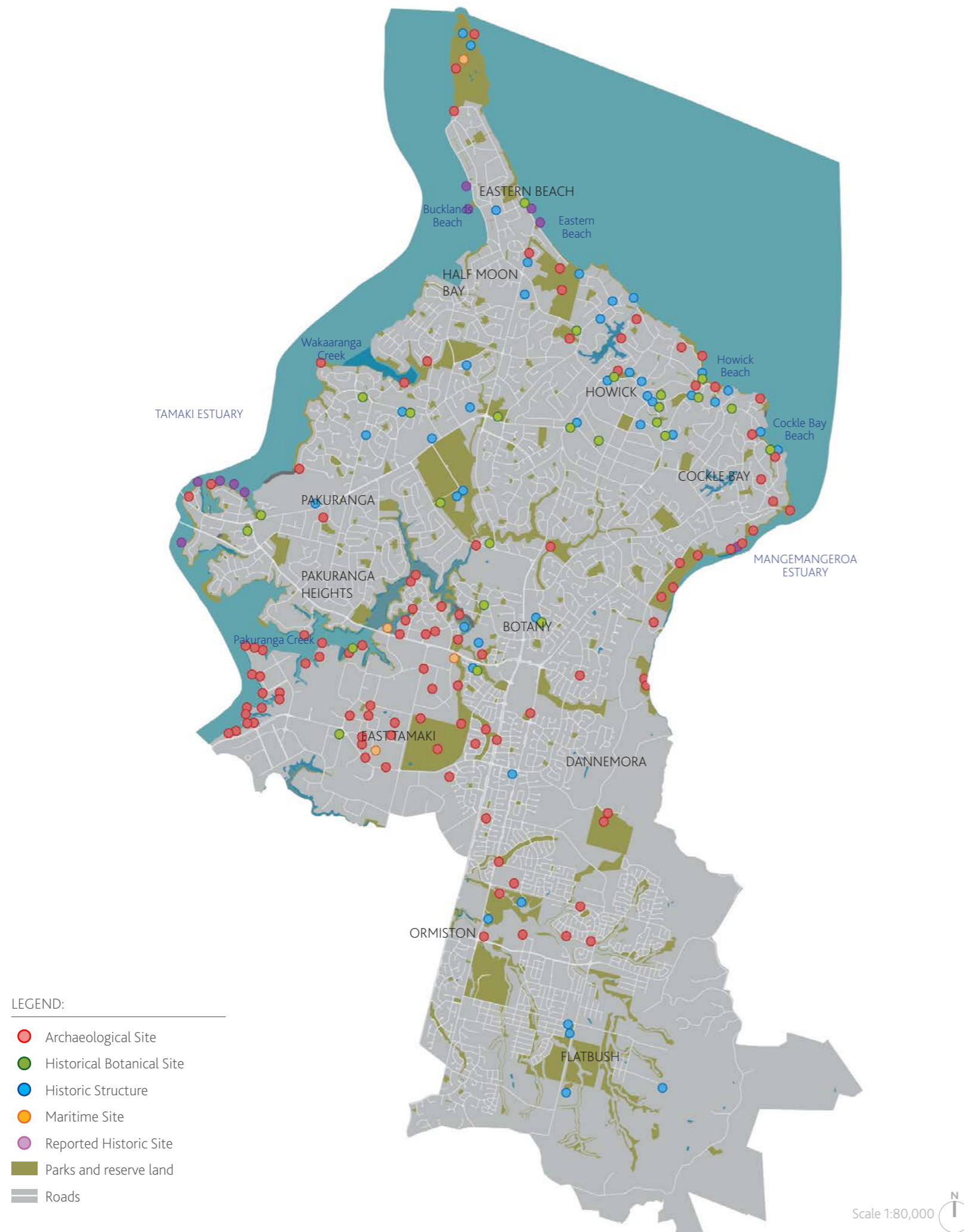
This map shows sites that identified by the Cultural Heritage Inventory (CHI) that was created by the former Auckland Regional Council. The CHI was established to promote sustainable management of our cultural heritage by providing easy access to relevant information, and should be used as a resource when developing the network.

CHI sites are classified as follows:

- Archaeological Sites - e.g. midden and pa sites;
- Historic Botanical Sites - e.g. specimen trees;
- Built Heritage Sites - e.g. typically early European buildings;
- Maritime Sites - e.g. shipwrecks, wharfs, boatsheds; and
- Maori Heritage Sites - e.g. known locations of significance to mana whenua

There are large number of historic structures concentrated in and around Howick Village, highlighting its colonial origins. Majority of the historic botanical sites are also clustered in this area, representing the iconic and well established exotic species perhaps planted by the town's first settlers.

Archaeological sites are also well represented, particularly on the coastline and along Tamaki River, illustrating the significance of the area to Maori. These areas were desirable for occupation and food gathering. Walking and cycling routes will take in many of these sites, and while this will create specific development constraints, it can also add greatly to the interest of the routes.



B. Case Studies



B.1 Lloyds Crossing, Portland (USA)

Lloyds Crossing in Portland is a brownfield redevelopment site in the central city area, with the aim of:

"Developing a conceptual design for a sustainable, financially feasible, mixed-use development project that will catalyse future private development in the district.. Following conceptual master planning, a stakeholder engagement process is now underway, to create the 'Lloyd Green District.'"

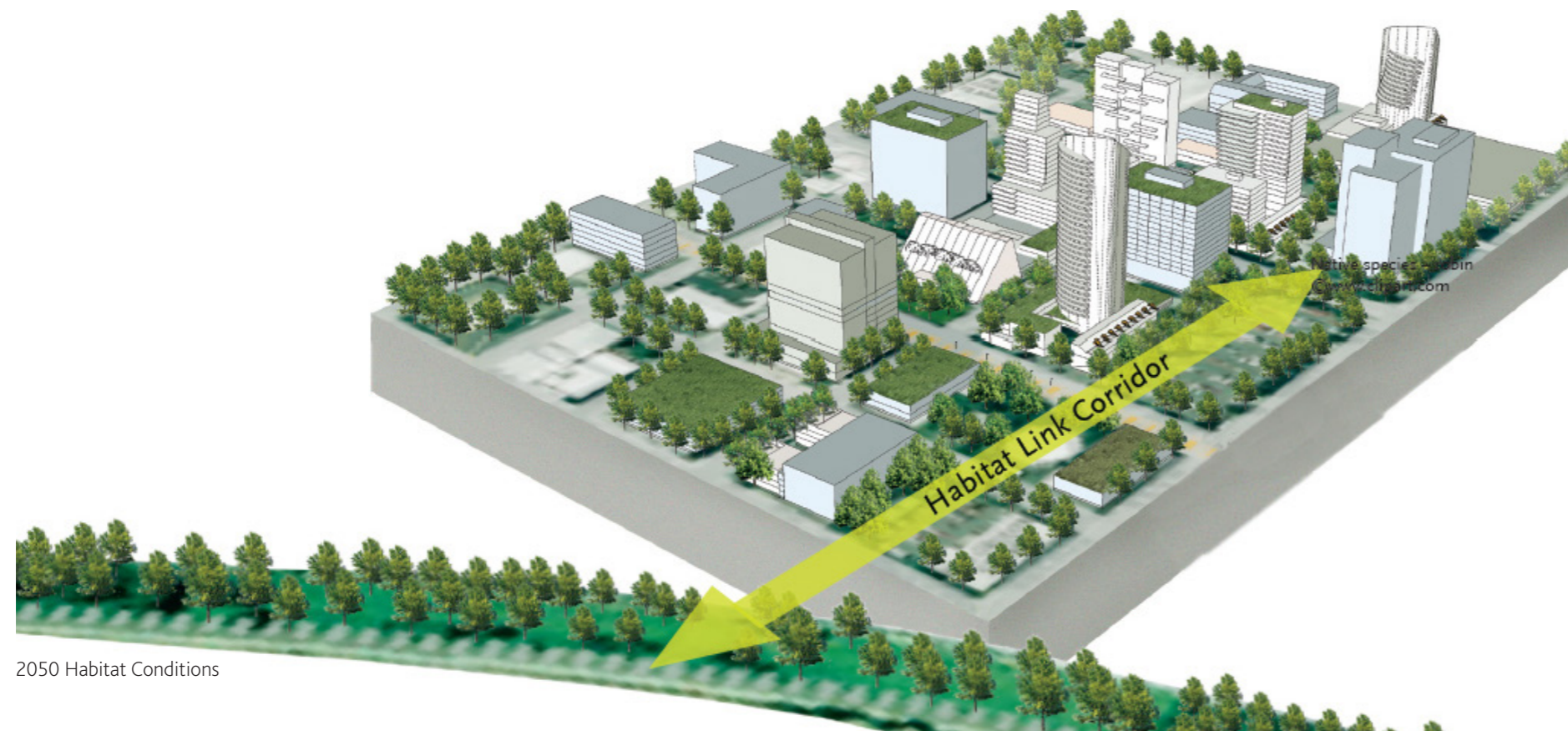
Co-conveners of the stakeholder group are the Mayor of Portland, Council President Metro and Multnomah County Commissioner. Forming the "Lloyd Green District," the group includes sponsors (Portland Development Commission, METRO, City of Portland and Lloyd TMA/BID), invited property owners, employers and developers in the proposed district area and other local and state agencies and civic organizations.

Their goal is to:

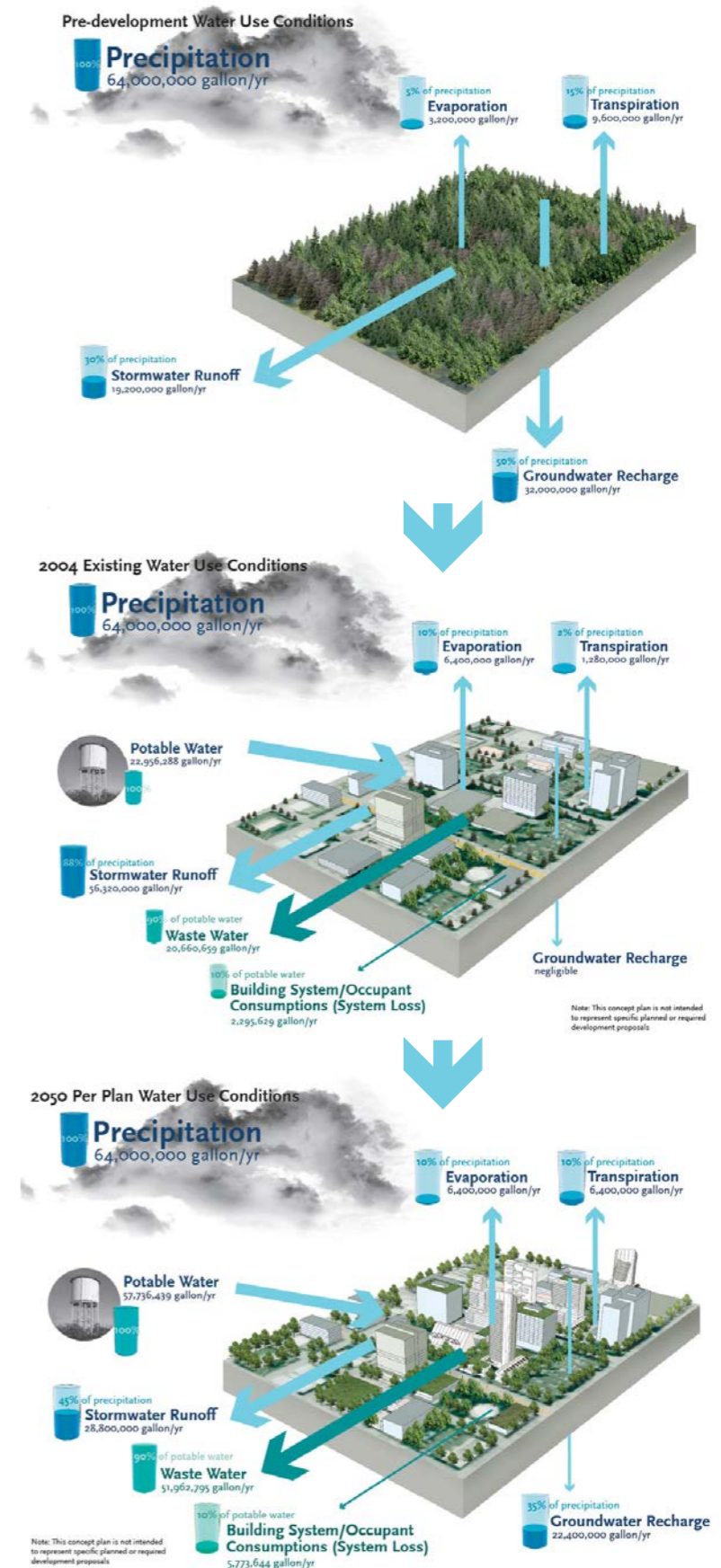
"Create a premier sustainable multi-use development district within an urban center." The District "will become a lifestyle community of choice for residents, workers, and visitors, and a showcase demonstrating Portland's leadership in creating economically viable earth-friendly development."

This will become one of the first redevelopments under Washington State's developing programme of Climate Benefit Districts - a programme which aims to:

- support the creation of "green jobs";
- support liveable, diverse and affordable urban neighbourhoods;
- reduce the impact of urban development on the environment;
- capture the innovations and life cycle cost savings for district level energy and infrastructure solutions;
- rebuild and reinvest in communities in ways that reduce the demand for driving;
- help public and private interests to work together in developing healthy, vibrant urban communities aimed at achieving carbon reduction goals;
- send a clear policy signal to attract desirable private investment and coordinate public action from multiple levels of government; and
- give communities the means to meet major environmental and economic challenges while remaining responsive to local conditions and opportunities.



2050 Habitat Conditions



B.2 Portland Green Streets (USA)

Portland has been designing and building Green Streets for many years. Their consistent monitoring has proven that they successfully reduced peak stormwater flows and runoff volumes. The images to the right show a variety of Green Streets in Portland that have been successfully implemented.

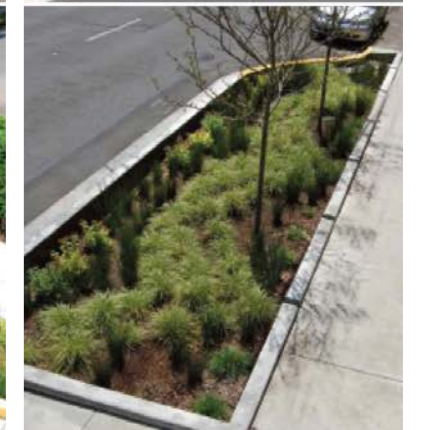
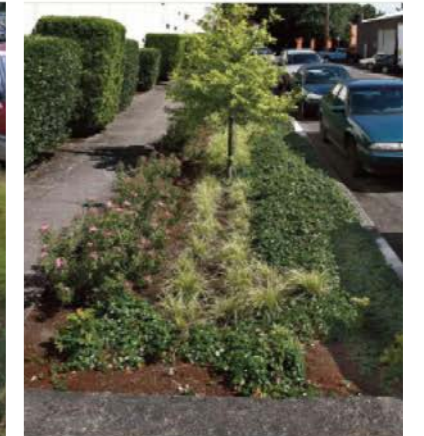
Green Streets convert impervious street surfaces into green spaces that capture stormwater runoff and allow the water to permeate through the ground as plants and soil remove pollutants. Green Streets help to create attractive open spaces, streetscapes, provide ecological urban habitats, and help to connect neighbourhoods, open spaces, schools and other areas within the city.

The city of Portland is:

“Committed to green development practices and sustainable stormwater management. Green Streets are an innovative, effective way to restore watershed health. They protect water quality in rivers and streams, manage stormwater from impervious surfaces, and can be more cost efficient than new sewer pipes. Green Streets offer many benefits that sewer pipes can't.”

Green Streets offer the following benefits:

- convert stormwater from a waste diverted into a pipe, to a resource that replenishes groundwater supplies;
- 80%+ of storm water volume to be infiltrated on site;
- add urban green space and wildlife habitat;
- reduce stormwater in the sewer system;
- save money on wastewater pumping and treatment costs;
- use plants and soil to slow, filter, cleanse, and infiltrate runoff; and
- design facilities that aesthetically enhance the neighbourhood livability and property values.



B.3 Jellicoe Street, Auckland (NZ)

Jellicoe Street features over 600m² of purpose-built rain gardens. Run-off from over 9000m² of the surrounding roads and surfaces flows into the rain gardens. Other key objects for the project include:

- integrate Best Practice Stormwater Design and the efficient use of water resources;
- re-use existing structures and infrastructure where possible
- generate renewable energy on site;
- preserve coastal water quality and protect waterfront ecologies;
- protect air quality and reduce traffic congestion;
- improve permeability and establish pedestrian priority and safety;
- facilitate better access and circulation between transport modes;
- enable visual connections through the precinct to the water; and
- promote pedestrian and cycle activity.

This new initiative in a high-use area has proven to be a great way to educate visitors and residents about the merits of low traffic speed, shared space environments and 'green' infrastructure approaches.



B.4 Greenpark, Thames Valley (UK)

This new industrial development is an exemplary model of best-practice industrial/commercial development. It is acknowledged that retrofitting an existing industrial zone (such as that found in Howick) is a significantly more difficult task than greenfield development, but this case study shows a range of solutions which can be employed to improve conditions for workers, visitors and the environment. Solutions employed at Greenpark include:

Landscaped parkland:

- a network of cycleways;
- nature trails; and
- paths running around the banks of the stormwater treatment wetlands.

Community life:

- frequent, comfortable buses to bring people into Green Park from Reading station or nearby town centres;
- well-maintained, well-lit walkways make it easy to get around the Park;
- cafés and restaurants;
- health club;
- a day nursery; and
- acres of natural parkland.

Event hosting:

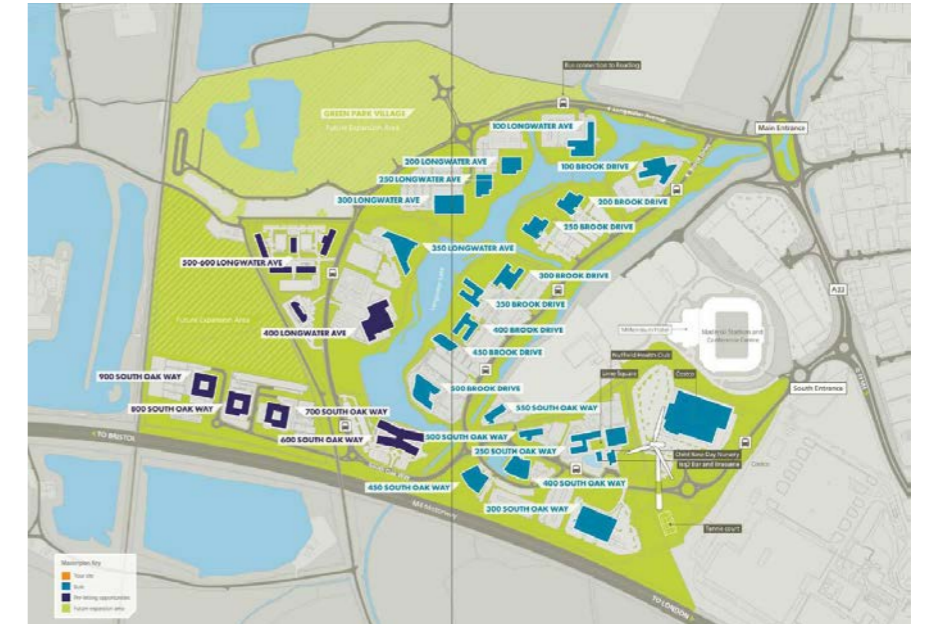
- Events throughout the year, attract workers and nearby residents alike, and these include a range of organised annual events and one off events, including the Reading half-marathon and the Corus Triathlon. Longwater Lake also hosts regular angling competitions.

Green energy (wind and solar):

- The development generates 2.3 megawatts of clean energy, enough to power around 1200 homes.

Green Park fast track:

- A fleet of low emission eco-friendly buses. These are among the first in the UK to meet the stringent 'Euro 4' European emission standards and produce significantly lower levels of carbon dioxide and nitrogen oxide than regular fleets.
- Buses include full wireless access and a real time information system for maximum passenger comfort and security.





C. Priority Routes

NOTE:

The numbering of the following routes has been ordered geographically. The numbering does not represent the order or priority in which these routes should be implemented.

RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

1a 1b

Location

Lloyd Elsmore Park

Description

This route has been split into two sections. Route 1a is located on the existing path that runs along the eastern boundary of the park in a north-south direction, along the eastern bank of the Pakuranga Stream. It passes through (from north to south) Mooneys Bridge South Reserve, Aviemore Drive Drainage Reserve and the Cascade Walkway No 1 (De Quincey). This route connects to priority routes 2 and 3 at its southern end, which when combined will provide a continuous upgraded link along the length of the Cascades Walkway.

Section 1b is located within Lloyd Elsmore Park. It consists of a combination of upgraded (widened) paths along:

- Bells Road,
- Sir Lloyd Drive to Aviemore Drive Drainage Reserve, and
- Lady Marie Drive to the Cascades Walkway, via Howick Historical Village.

Also included is a new perimeter path along the north-western boundary of the park adjacent to existing sports fields and facilities, to form a recreational loop.

Ecology and cultural considerations

Nothing of ecological significance is identified along Pakuranga stream. A CHI log identifies a small stand of notable trees on the western boundary of the park at the Lady Marie Drive entrance. Care will need to be taken with locating paths within the vicinity of these trees at detail design phase.

Constraints

- Space restrictions locating new sections of path around the existing sports fields and facilities.

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure. Paths to be upgraded to meet 'Local Path' standards.
- Ecological improvements through native riparian planting.
- Strengthened connections to sports amenities and the Howick Historical Village from the western and northern sides of the park.
- Could be staged to reduce initial cost.

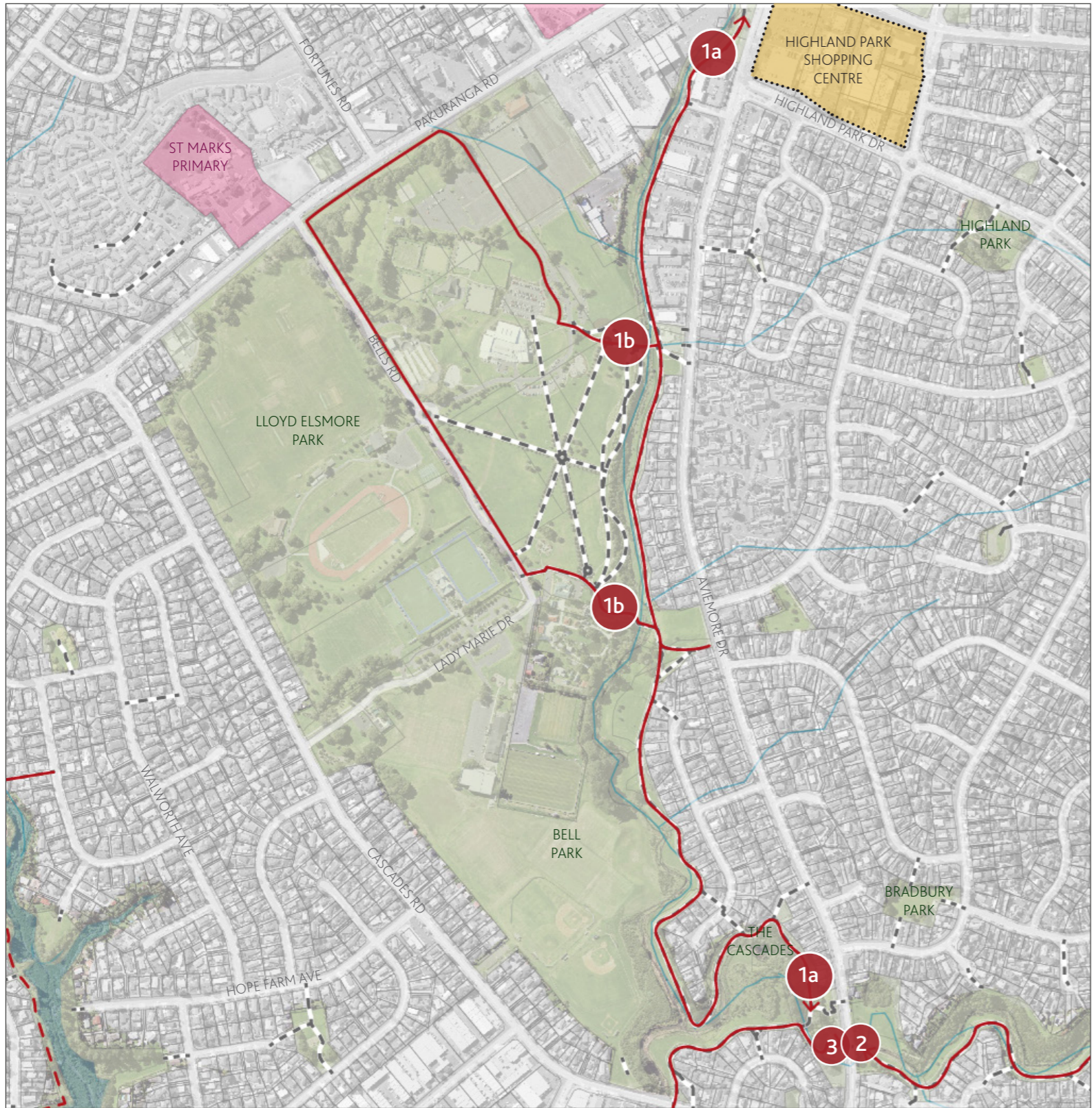
Budget Requirements (Capex)

[1a] Path improvement (widen existing) 445K, earthworks and sundries 70K, ecological allowance 100K, PS and consenting 100K. Total 715K

[1b] Path improvement (widen existing) 430K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 135K. Total 640K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2a 2b

Location

Cascades Walkway No 2 and No 3

Description

This route is a combination of the Cascades Walkways, and connects up to P1 and P3.

Route 2a is located within Cascade Walkway No 2 (Marbeth) and runs in an easterly direction along the southern banks of Botany Creek from Aviemore Drive to Botany Road.

Route 2b picks up this connection at its eastern end and runs in a northerly direction along Cascade Walkway No 3 (Gosford) and Sheffield Place Reserve up to Lexington Drive.

Ecology and cultural considerations

This is a modified environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to enhance the habitat and stream condition through ecological planting improvements.

Constraints

- Potential issues around passive surveillance along some of the narrower heavily vegetated sections of esplanade reserve along route 2b.
- Water height and flow after heavy rainfall, particularly at junctions along the channel, can be dangerous. May require fencing at crossing points.

Opportunities

- Relatively low cost improvements due to gentle topography and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

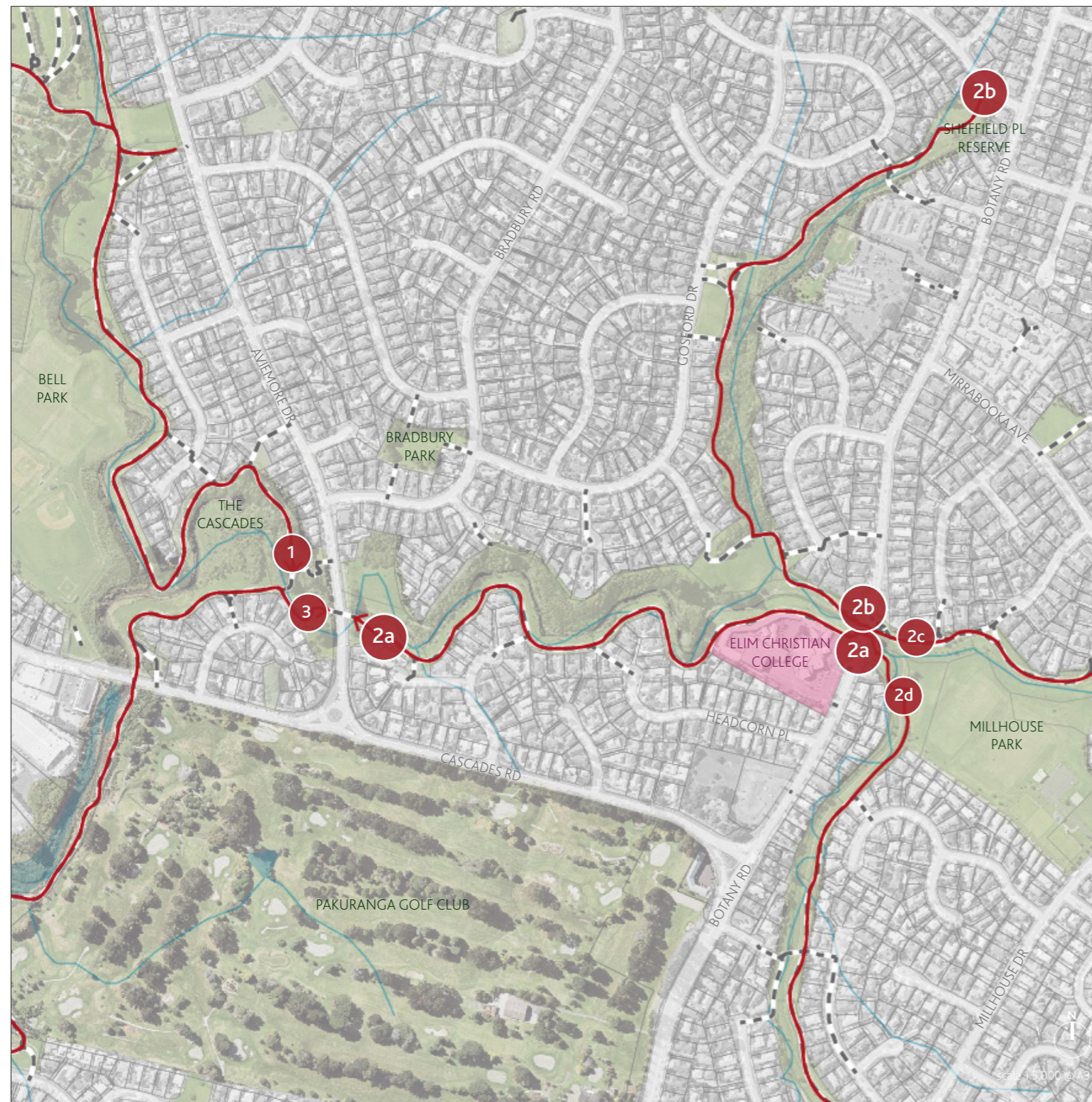
Budget Requirements (Capex)

[2a] Path improvement (widen existing to 3m) 185K, earthworks and sundries 40K, ecological allowance (planting only) 70K, PS and consenting 50K. Total 345K

[2b] Path improvement (widen existing to 3m) 150K, ecological allowance (planting only) 60K, earthworks and sundries 30K, PS and consenting 45K. Total 285K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2c

2d

Location

Cascades Walkway No 4, No 5, No 6 and No 7

Description

These routes are a continuation of 2a and 2b. Route 2c runs in an easterly direction from Botany Road to Meadowland Drive, paths are located along the southern banks of Botany Creek as it passes through Cascades Walkway No 4 (Kookaburra) and Cascade Walkway No 7 (Orinda Cnr). Just before Whitford Road another path branches off to the north along Cascade Walkway No 6 (Kurnell). Located along the eastern banks of Botany Creek, this branch terminates at Kurnell Drive.

Route 2d also begins at Botany Road, before immediately branching off in a southerly direction, passing through Millhouse Park and Cascade Walkway No 5 (Millhouse), and terminating at Millhouse Drive. The path is located along the eastern banks of the channelised waterway.

Ecology and cultural considerations

This is a modified (channelised) stream environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to improve the habitat and stream condition through ecological improvements.

Constraints

- There appears to be few constraints along this route

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.
- Opportunity to provide formalised connection between 2c and 2d via short bridge located under Botany Road.

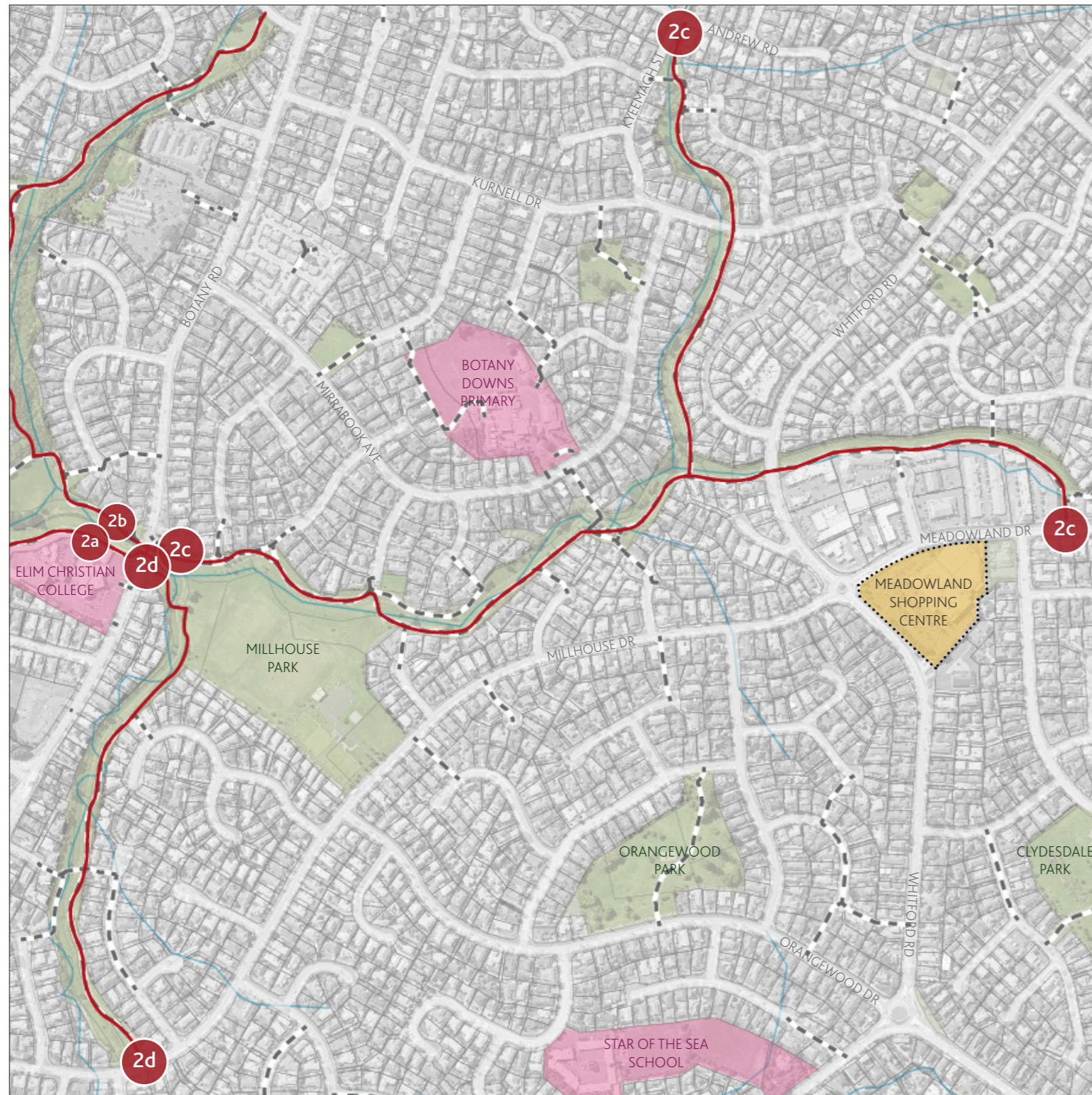
Budget Requirements (Capex)

[2c] Path improvement (widen existing to 3m) 360K, Bridge connection [to 2d] 5k, earthworks and sundries 60K, ecological allowance (planting only) 90K, PS and consenting 90K. Total 605K

[2d] Path improvement (widen existing to 3m) 160K, earthworks and sundries 30K, ecological allowance (planting only) 50K, earthworks and sundries 30K, PS and consenting 40K. Total 280K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Cascades to Burswood Drive

Description

This is a continuation of P1. Beginning at Aviemore Drive, The first section of the path runs in a westerly direction through the Cascades for a short distance before turning south, passing underneath Cascades Road. It then continues in a southerly direction, located between the Pakuranga Creek and the Pakuranga Golf Club to West Fairway. The path is largely surrounded by mangrove/riparian planting and includes sections of boardwalk.

From this point the path continues along the upper slopes of Frank Nobilo Drive Esplanade Reserve until Corta Bella Place Reserve, where it crosses a bridge into Burswood Esplanade Reserve and terminates at the intersection of Burswood and Ti Rakau Drive.

Ecology and cultural considerations

The Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. In addition, the path passes within the vicinity of several archaeological sites identified in the CHI, including shell middens and a jetty/quarry.

Constraints

- Sensitive treatment of paths that pass through the coastal environment.

Opportunities

- Aside from boardwalk sections at the northern end of the route, relatively low cost improvements due to gentle topography and existing path infrastructure.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 350K, boardwalk and/or bridge improvement (widening to 2.5m) 200K, earthworks and sundries 70K, ecological allowance 50K, PS and consenting 100K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Macleans Park

Description

This route starts from Macleans Road in the south, and heads north along the eastern boundary of Macleans College, taking in elevated areas with expansive views over the Hauraki Gulf. The path branches off in three directions at the northern end; one arm runs off to meet the Quedley Court entrance on the western side of the park, another links down to Eastern Beach via Eastern Beach Caravan Park, and the third connects up to the Bleakhouse Road entry to the east. While these routes do currently exist, they are gravel tracks and will require widening and concrete paving to bring them up to a Local Paths standard appropriate for both pedestrian and bicycle use.

Ecology and cultural considerations

The native bush clad gullies and stream habitat within Macleans Park is of high ecological value and has a SEA Terrestrial overlay.

Constraints

- Issues around passive surveillance in paths located in the bush clad gullies
- Steep topography in parts

Opportunities

- Provides a direct link to Macleans College.
- Ecological improvements through native amenity planting.
- Ecological improvements through pest plant and animal control and enhancement planting.

Budget Requirements (Capex)

New concrete path 590K, earthworks and sundries 70K, ecological allowance 20K, PS and consenting 90K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- - - Existing track
- Existing MTB track

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Elm Park to Riverhills Park

Description

This route runs from Marvon Downs Avenue in the north to Riverhills Park/Ti Rakau Drive in the south, via Elm Park, Elm Park School, Ennis Avenue Reserve, Riverhills School and Riverhills Park. It is located in the esplanade reserve along the western banks of Pakuranga Creek. A section of path is also located along the northern edge of Riverhills Park, connecting Gossamer Drive to the esplanade reserve.

The majority of this route will require new paths. Only two sections of existing path currently exist here; a small section along the Riverhills Park esplanade reserve from the sports fields to Waikaremoana Place, as well as a section running alongside Elm Park School connecting to Marvon Downs Avenue. This route provides an off-road connection up a significant length of coastline and connects up a number of schools and open spaces along its length.

Ecology and cultural considerations

Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. Local paths provide an opportunity to improve habitat and water quality through native planting.

Constraints

- Some issues around passive surveillance and safety along narrow, heavily vegetated sections of esplanade reserve.
- Sections of steep topography and narrow esplanade reserve between Riverhills Park and Riverhills School, and at the southern and northern ends of Ennis Avenue Reserve.
- Bridge across Pakuranga Creek will be a large and complicated project to undertake.

Opportunities

- Ecological improvements along coastal edge
- Could be staged to reduce initial cost
- Opportunity for future connections across Pakuranga Creek to Burswood
- Opportunity in future to formalise pedestrian/cycling connection under Ti Rakau Drive to eliminate the need to cross this busy road at grade.

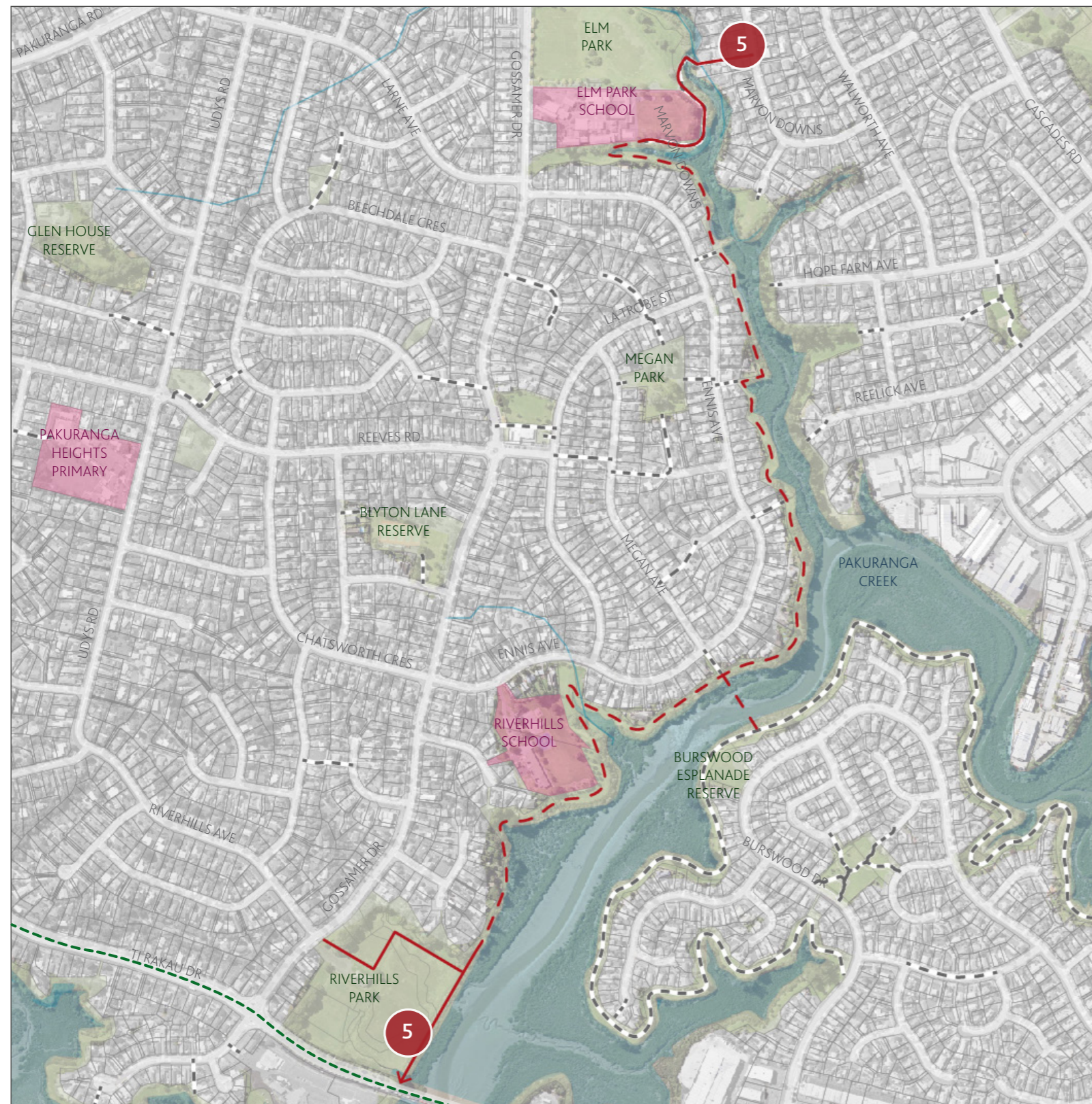
Budget Requirements (Capex)

Path improvement (widening existing to 3m) 70K, New path (1.8m - 3m wide depending on topography) 860K, earthworks and sundries 90K, ecological allowance 50K, PS and consenting 180K. Total 1.35M

Bridge across Pakuranga Creek requires a formal feasibility study and has not been included in the above costing.

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- - - Existing Paths

HWCN connections

- P1 Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Ti Rakau Drive to Smales Road (Greenmount Drainage Reserve)

Description

This route is a further continuation of P1, P2 and P3 linking up Pakuranga to Botany / East Tamaki, and involves 2 sections. The first part is installation of new path from Ti Rakau Road heading south through the drainage reserve down to Millington Place. The second part is an upgrade of existing path from Millington Place through to Kellaway Reserve, terminating at Smales Road. Along its length, the route links up with a number of smaller paths which allows access to the reserve from Harris Rd, Riplington Rd, Morestead Ave, and most importantly, under the busy Te Irirangi Road via an underpass which connects with the Tamaki Heights and Botany residential catchments.

Ecology and cultural considerations

While the drainage reserve is partially channelised, there are also large areas which remain in natural condition and pockets of bush margin and ecological habitat exist. CHI logs also show several historic archaeological and maritime sites located within and around the reserve, so care will need to be taken with locating the route along here and construction impacts would need to be carefully monitored.

Constraints

- Steep topography and existing patches of planting around the eastern perimeter of the reserve (where the route is shown as a dashed line) may require regrading.
- Location of the route along the top of the stormwater culvert and Ti Rakau road side will need further consideration at detail design phase.

Opportunities

- Moderate cost improvements due to existing infrastructure along Kellaway Drive Reserve.
- Possible ecological improvements through stream daylighting and native ecological planting.
- Completes a key connection between Lloyd Elmore Park and the future Greenmount Park, for both recreational users and commuters.
- Work with AT to improve the intersection crossings for pedestrians and cyclists at Greenmount Drive and Ti Rakau Drive.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 230K, New path (3m wide) 330K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 100K. Total 735K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Individual LTP line item, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

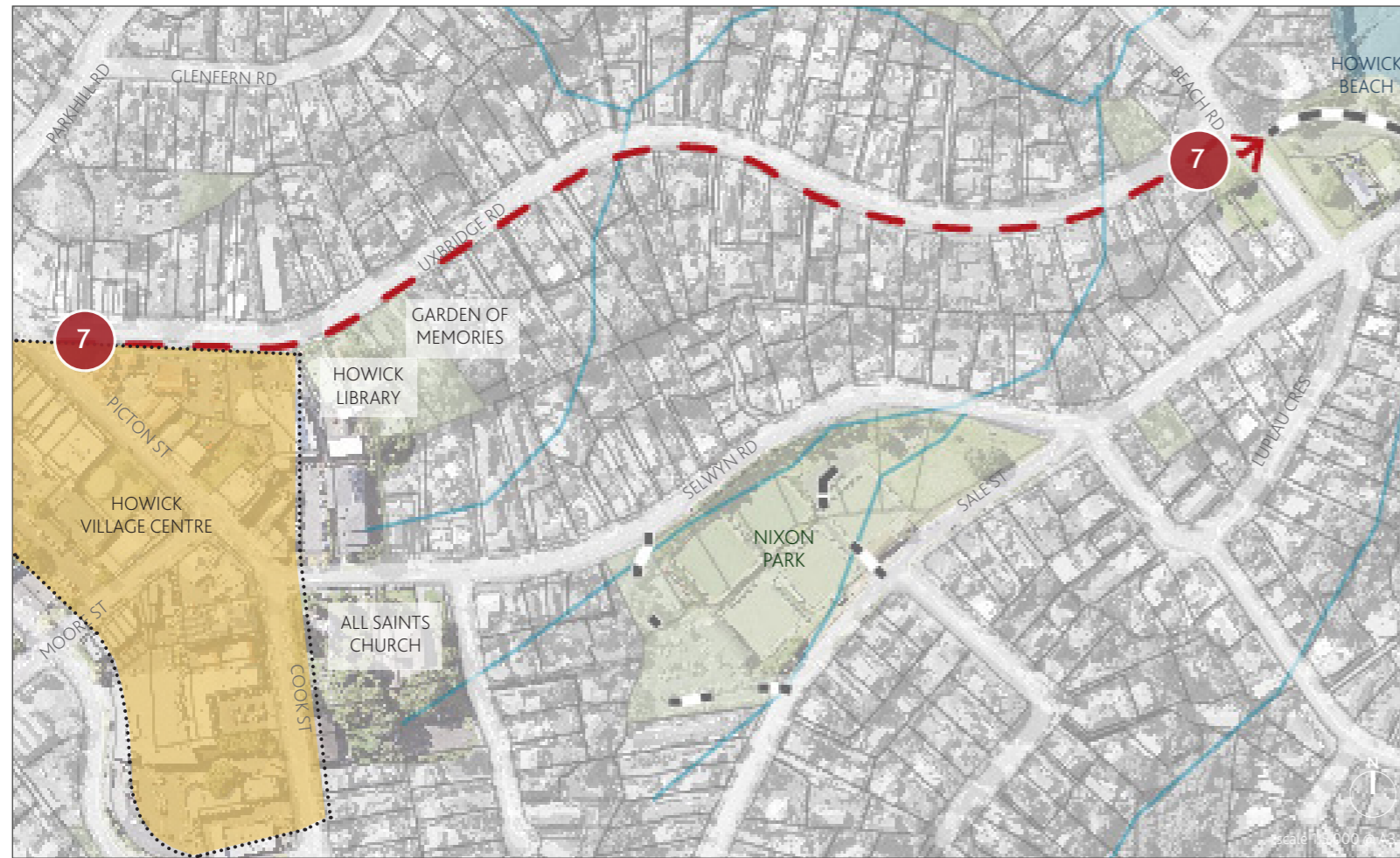
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



Location

Uxbridge Road (Howick Village to Howick Beach)

Description

This on-road connection is located along Uxbridge Road from Howick Village to Beach Road. It links residents from Howick's main street down to Howick Beach, connecting people to the library, Uxbridge Arts Centre and Garden of Memories along the way. It has been outlined in the Howick Village Centre Plan 2017 as a key goal for implementation.

Ecology and cultural considerations

CHI logs show this route is adjacent to several historic archaeological, maritime and botanical sites, so construction impacts would need to be carefully monitored. Coastal ecological enhancement could occur through replanting at Howick Beach.

Constraints

- Works in the road corridor are more expensive overall than those in parks.

Opportunities

- To emphasize the short distance (>1km) between Howick Village and the beach and ensure ecological outcomes are met for accessing local natural amenities. This ties into the Howick Village Centre Plan 2017.
- Working with AT to improve the road crossing on Beach Rd.
- The road is relatively quiet and wide with sufficient space between the lane markings and grassed berm which could be transformed into either a dedicated on-road cycleway or upgraded footpath.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTFCF), Individual LTP line item.

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Bucklands Beach (Little Bucks) to Half Moon Bay Marina

Description

The primary aim of this connection is to fill the gap between the Little Bucks boardwalk and the marina, as the existing path currently terminates at the southern end of Takutai Ave Reserve. There are two options for this route, the first is relatively straightforward and involves connecting up to the existing on-road path network from Argo Drive to the ferry. The second (shown as a dashed line) would involve a more direct connection to the ferry by cutting through the marina, but would require negotiations with the property owner. The first option has been costed.

Ecology and cultural considerations

This is a moderately modified area, and no ecological or cultural features of note, or CHI logs exist here.

Constraints

- Not all the land along this route is in public ownership.
- Some existing park features may need relocation to accommodate the route

Opportunities

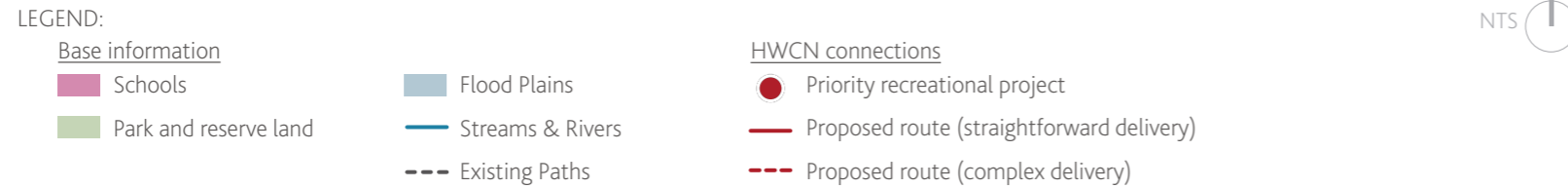
- Important link between Bucklands Beach walkway and HMB marina / ferry.
- Possible ecological improvements through native amenity planting.
- Relatively low cost addition due to easy contour and existing reserve land / infrastructure.
- Potential connection directly through the marina to the ferry terminal if an easement could be worked out with the property owner of the HMB marina.

Budget Requirements (Capex)

New path (2m wide) 60K, earthworks and sundries 25K, PS and consenting 15K. Total 100K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, Renewals, Local Board Transport Capital Fund (LBTCF), Partnership with local businesses/sponsorship (marina)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Panmure bridge to Pakuranga Town Centre (extension of Rotary Walkway)

Description

This off-road connection is a continuation of the Rotary Walkway from where it terminates at Panmure Bridge Marine. The route travels south under the Panmure Bridge, and along the coastline and transmission corridors towards the Ti Rakau and Pakuranga Highway intersection and the Pakuranga Town Centre. The route picks up two reserves along the way (Millen Ave and Paul Place), and is expected to tie in with the future AMETI works happening in this vicinity, offering people a complete recreational route along the coast to the town centre.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the transmission power corridor requires more planning and management.
- Construction along the coast where neighbouring properties have encroached on council land will need to be managed.

Opportunities

- To extend the well used Rotary Walkway under the Panmure Bridge and back around to Pakuranga Town Centre as an off-road route.
- Some of the path connections already exist, and only require widening to bring up to a Local Paths standard.
- Allows for better recreational use and ecological planting for the currently under-utilised Millen Ave and Paul Place Reserves, as well as the green corridor running parallel to Pakuranga Highway.
- Work with AT to tie in the route with the future AMETI intersection and cycleway project along Ti Rakau Road.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 100K, New path (1.8m - 3m wide depending on topography) 350K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 100K. Total 650K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCP), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



COMMUTER PRIORITY WALKING & CYCLING ROUTES

Location

Pakuranga Road

Description

This route follows the length of Pakuranga Road from Highland Park Shopping Centre in the East to Pakuranga Plaza in the West, linking up with where Phase 2 of the AMETI Eastern Busway project is due to terminate (construction scheduled for between 2018 and 2020). The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists and road crossings for pedestrians. The route connects with P6 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Pakuranga Road is busy with 3 lanes travelling in either direction, and can experience heavy traffic both in and out of peak times.

Opportunities

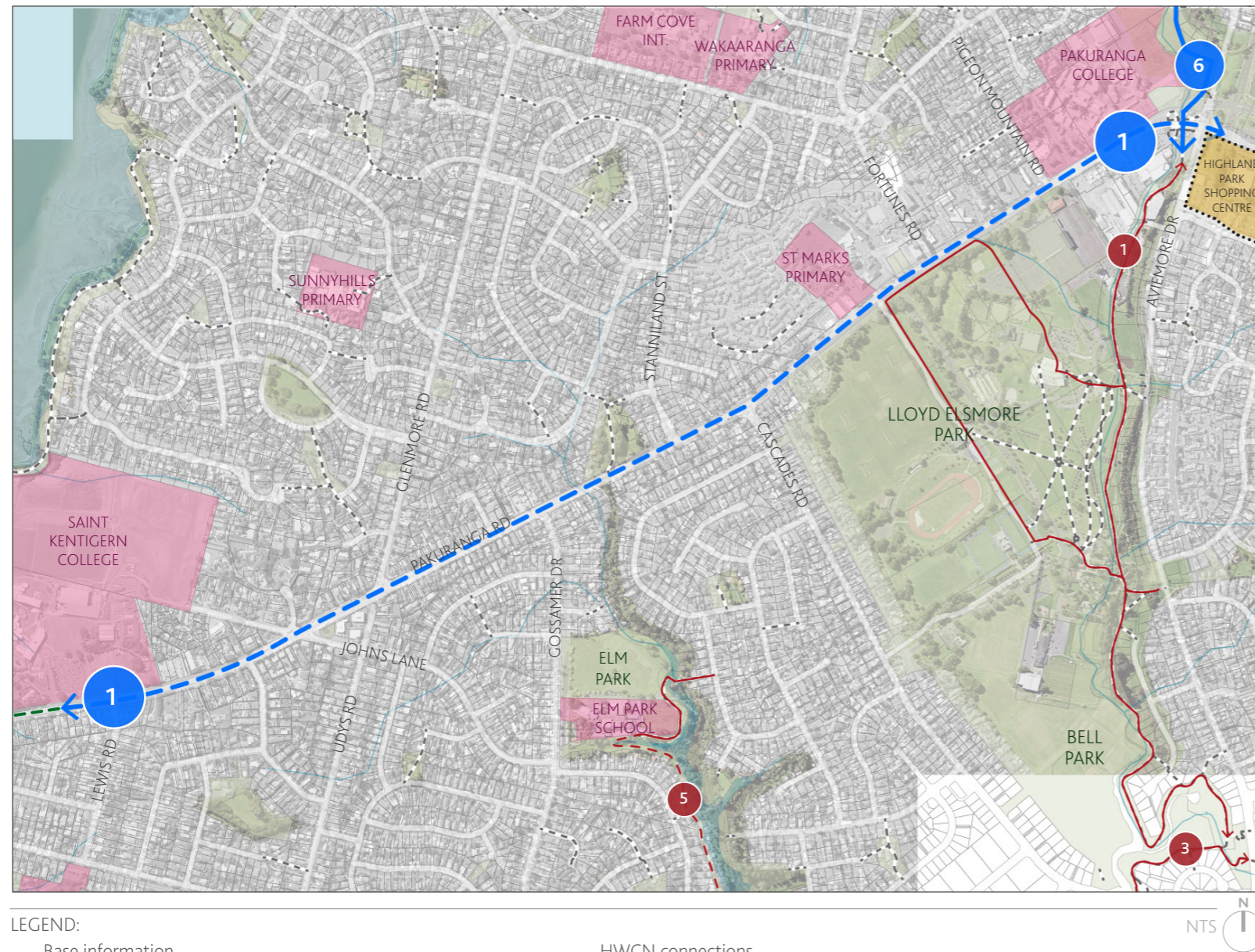
- The aim of this route is to tie in with the AMETI project, by continuing the cycleway further east towards Howick. Without extending this route on Pakuranga Rd, a significant number of suburbs in the area are cut off from accessing AMETI as there is currently no safe and efficient way for commuters to get to Pakuranga Plaza (where AMETI will terminate).
- Better connection to Lloyd Elsmore Park and a number of local shops, schools and parks.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTFCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

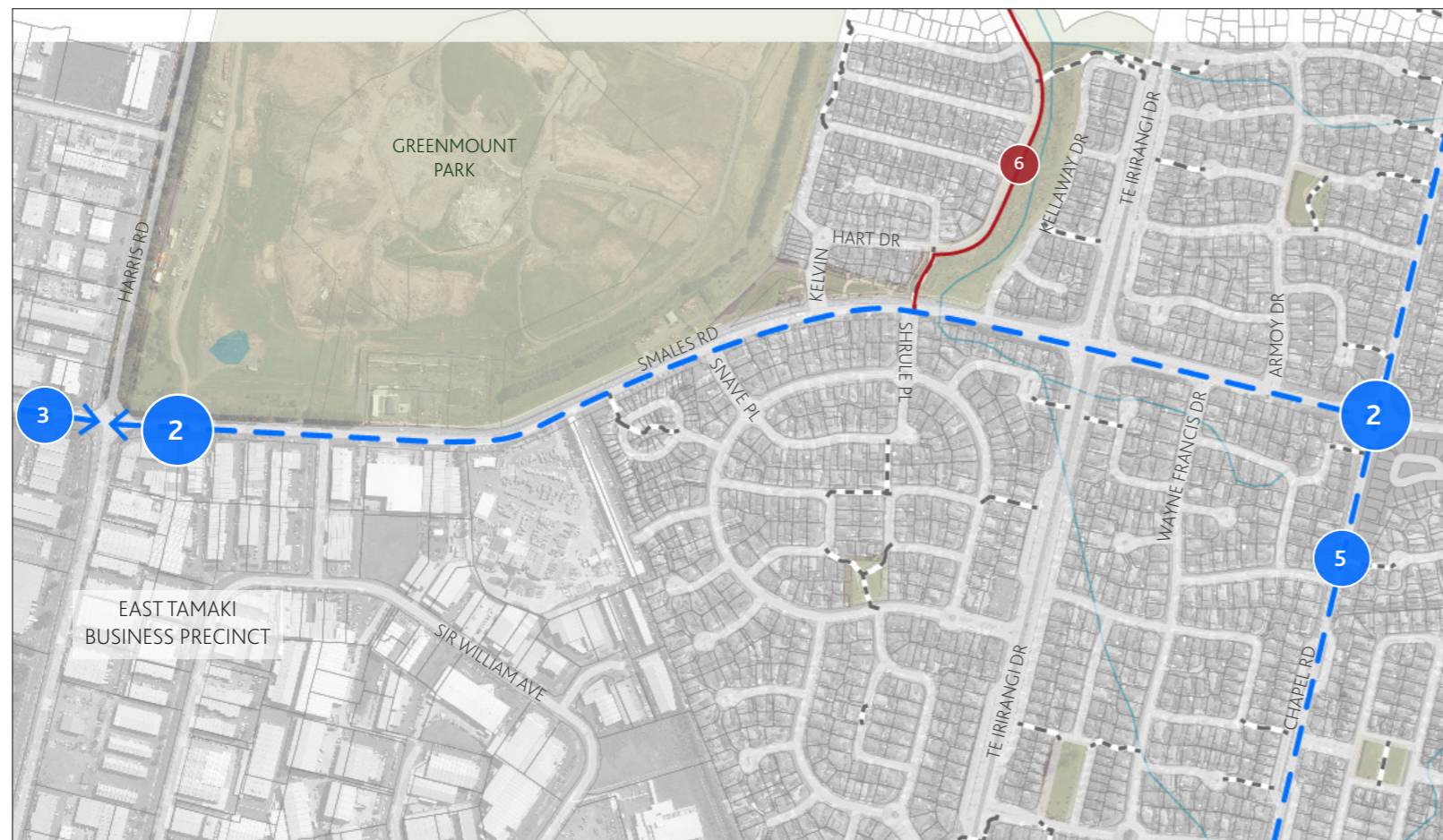
Base information

- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

COMMUTER PRIORITY WALKING & CYCLING ROUTES



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



Location

Smales Rd

Description

This route is located on Smales Road, between Harris Road and Chapel Road and connects the East Tamaki business area to residential suburbs to the east, incorporating intersections on Te Irirangi Drive and Chapel Road. The on-road route is aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists, and road crossings for pedestrians. This is a continuation of commuter route P3 and connects up with P5 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-uses. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- Connection to the future Greenmount Park development.
- Ensure ecological outcomes are met.
- The Smales Road intersection project has been earmarked by AT for construction to begin in the near future, so it may be possible to tie in this route with the wider reconfiguration of Smales Road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.

COMMUTER

PRIORITY WALKING & CYCLING ROUTES

3

Location

Allens Road to Highbrook Drive

Description

This route runs from Highbrook Drive (near Otara Creek bridge) to Harris Road, via Highbrook Drive and Allens Road. It connects the Highbrook Business Park and East Tamaki business precinct to surrounding areas. The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

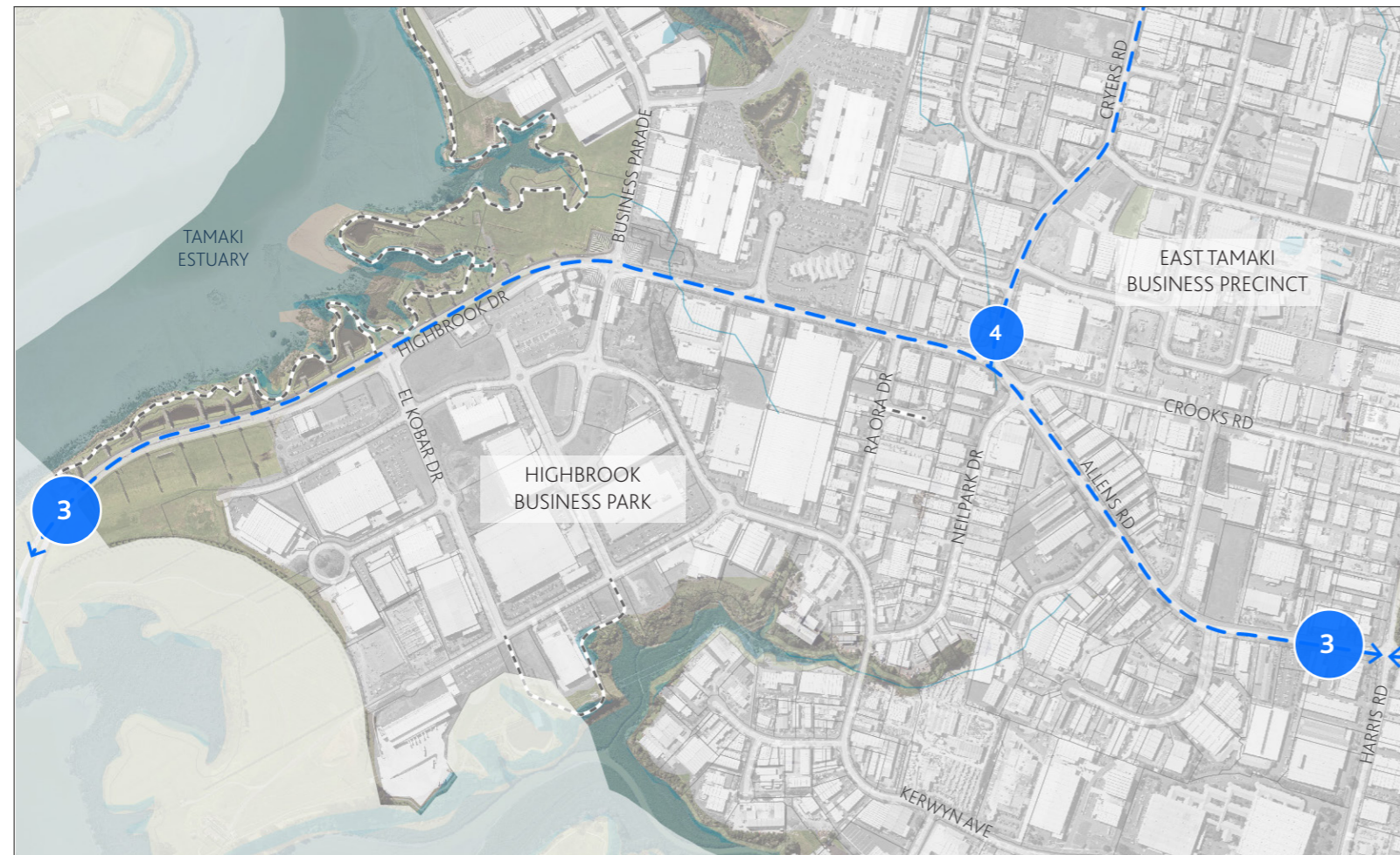
- Connects up with a Local Paths route within the adjacent Otara-Papatoetoe Local Board area.
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings. This could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTFCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)

COMMUTER

4

PRIORITY WALKING & CYCLING ROUTES

Location

Cryers Road

Description

This route connects Highbrook Drive to Harris Road via Cryers Road. It provides access to central East Tamaki from the surrounding areas. The route is on-road and aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

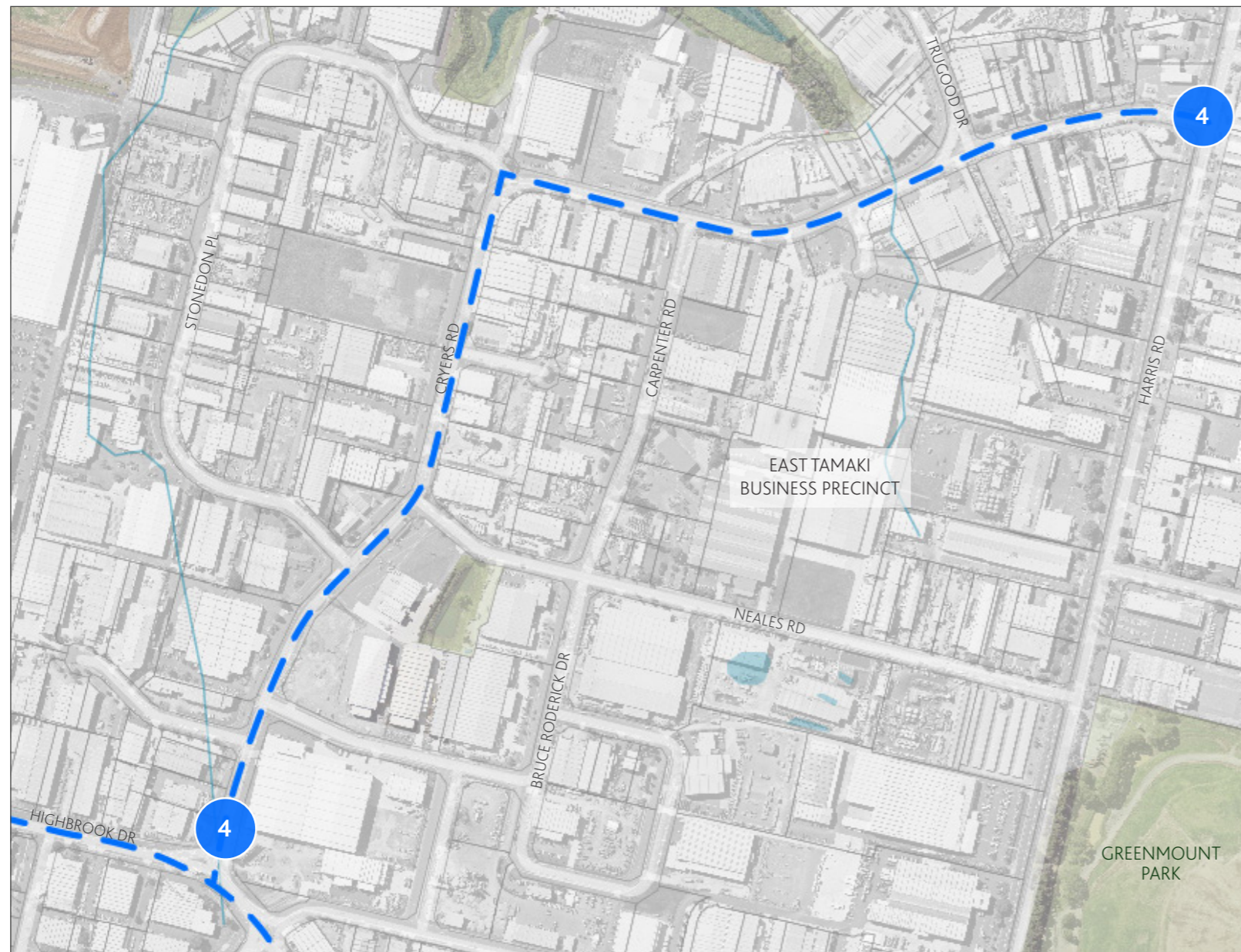
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



COMMUTER

PRIORITY WALKING & CYCLING ROUTES

5

Location

Chapel Road

Description

This on-road route is located on Chapel Road, between Ti Rakau Drive and Ormiston Road. It links the residential neighbourhoods of Dannemora and Flatbush, and provides a direct connection between Botany Town Centre and Ormiston. The route is aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Chapel Road is a busy arterial route with many intersections. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

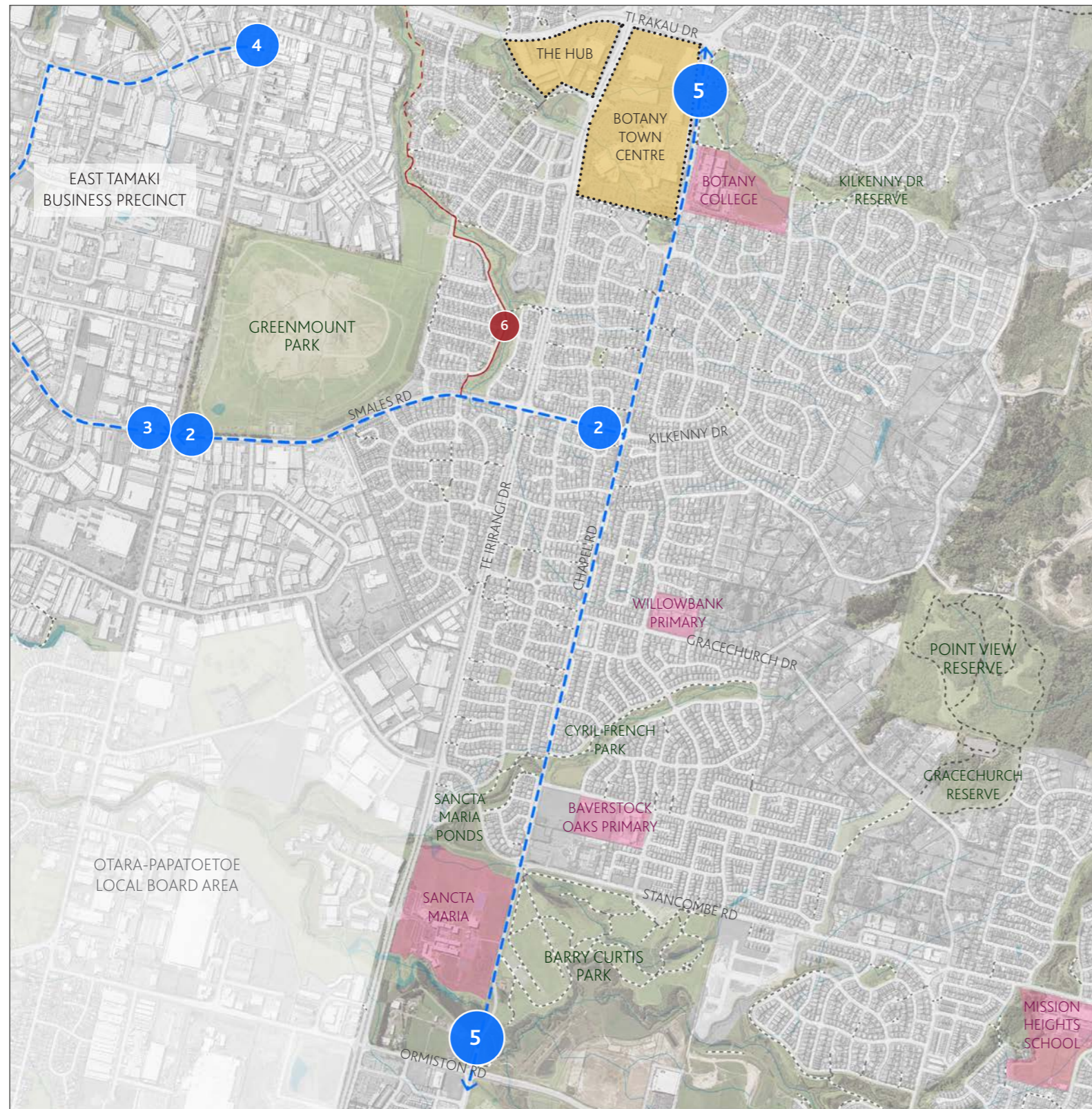
- This route connects a large residential catchment to Botany Town Centre and the East Tamaki business area, as well as to Ormiston Hospital, Barry Curtis Park and a number of Dannemora schools.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



COMMUTER

6

PRIORITY WALKING & CYCLING ROUTES

Location

Lloyd Elsmore to Half Moon Bay Ferry

Description

This route runs from Half Moon Bay marina in the North to Lloyd Elsmore in the South, via Ara Tai Rd, Pigeon Mtn Rd, Blanche Way, Casuarina Rd and Mooneys Bridge North Reserve. It is a combination of on-road [dashed line] and park [solid line] connections, joining up with both the recreational and commuter P1 routes to link a number of people and neighbourhoods to the new ferry terminal and bus interchange at Half Moon Bay. On-road routes are aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety and crossings for cyclists and pedestrians alike.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist along the road or on adjacent park land.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Not all the roads involved in this route have wide parking corridors or berms. Careful planning is required to deliver a quality commuter route in this environment.
- Sections of reserve land (i.e Pigeon Mountain) are administered by Tupuna Maunga Authority where the route may have to be diverted on-road instead.

Opportunities

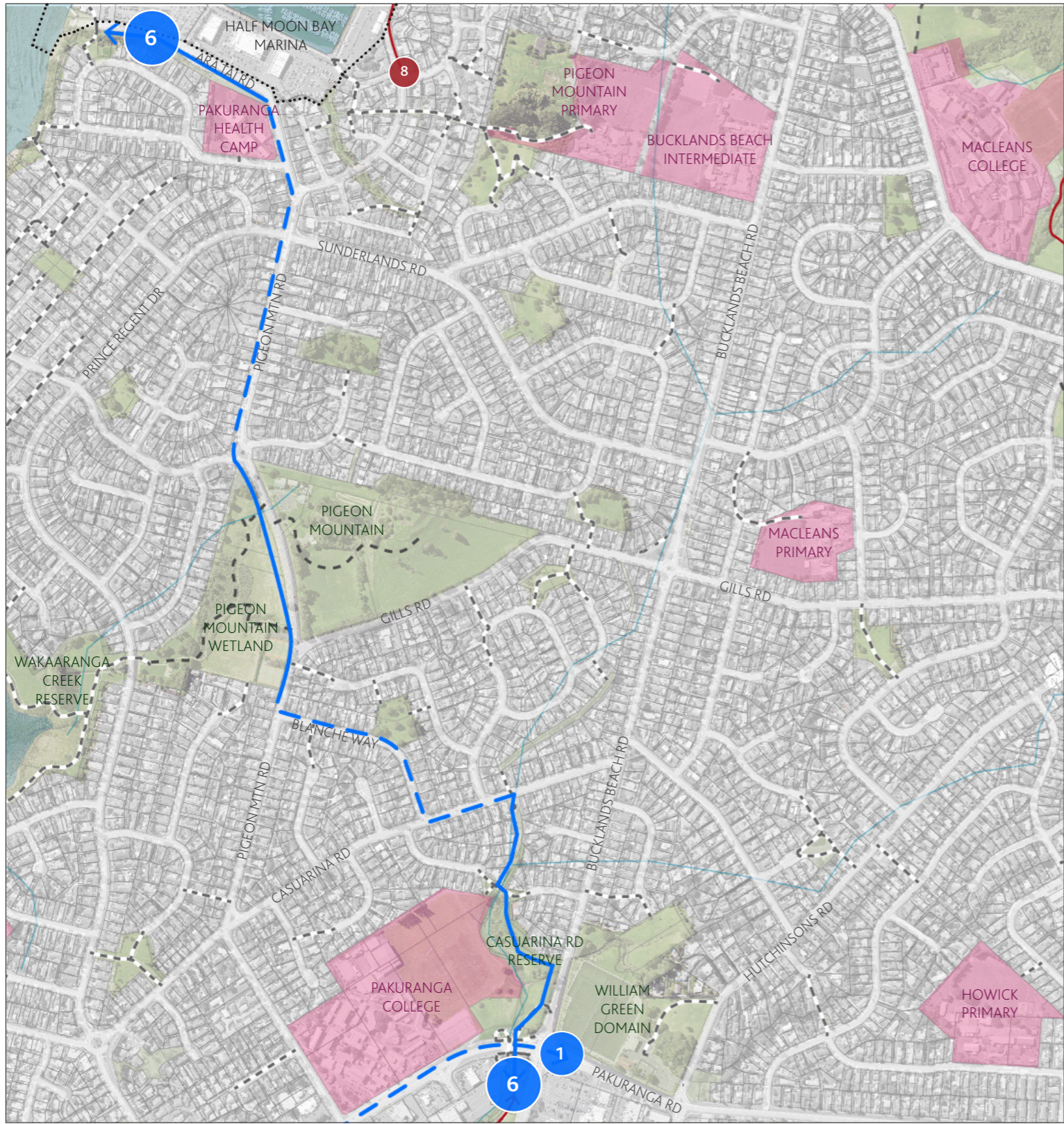
- This route links Pakuranga to the Half Moon Bay ferry terminal, which in turn connects people to greater parts of Auckland.
- Ecological improvements to the stormwater channel and outfall in Casuarina Road Reserve.
- Working with AT to improve pedestrian and cycling safety at key intersections on Pigeon Mountain Road.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

- [1] Where the route occurs on-road, scoping and budget estimating is required by AT at a project phase.
- [2] Where the route occurs on park land: Path improvement (widening to 3m) 60K, New path (3m wide) 140K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 50K. Total 325K

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI), CAPEX, Individual LTP line item, volunteer/partnership work (planting), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

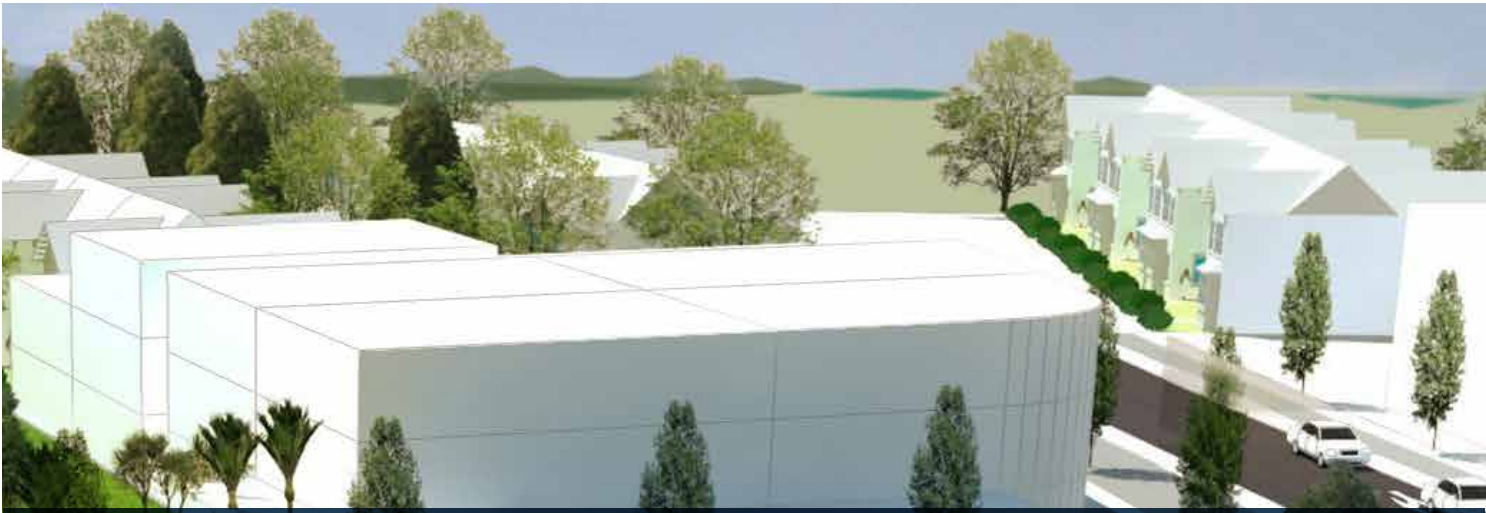
- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)





PAKURANGA TOWN CENTRE MASTERPLAN

JULY 2015



MIHI

*Tēnā kia hoea e au taku waka mā ngā tai mihi o ata
e uru ake ai au mā te awa o Tāmaki
ki te ūnga o Tainui waka i Ōtāhuhu.
I reira ka toia aku mihi ki te uru ki te Pūkaki-Tapu-a-Poutūkeka,
i reira ko te Pā i Māngere.
E hoe aku mihi mā te Mānukanuka a Hoturoa
ki te kūrae o te Kūiti o Āwhitu.
I kona ka rere taku haere mā te ākau ki te puaha o Waikato,
te awa tukukiri o ngā tūpuna, Waikato Taniwharau, he piko he taniwha.
Ka hīkoi anō aku mihi mā te taha whakararo
mā Maioro ki Waiuku ki Mātukureira
kei kona ko ngā Pā o Tahuna me Reretewhioi.
Ka aro whakarunga au kia tau atu ki Pukekohe.
Ka tahuri te haere a taku reo ki te ao o te tonga e whāriki atu rā mā runga i ngā hiwi,
kia taka atu au ki Te Paina, ki te Pou o Mangatāwhiri.
Mātika tonu aku mihi ki a koe Kaiaua
te whākana atu rā ō whatu mā Tikapa Moana ki te maunga tapu o Moehau.
Ka kauhoetia e aku kōrero te moana ki Maraetai
kia hoki ake au ki uta ki Ōhūiarangi, heteri mō Pakuranga.
I reira ka hoki whakaroto ake anō au i te awa o Tāmaki
ma te taha whakarunga ki te Puke o Taramainuku, kei kona ko Ōtara.
Katahi au ka toro atu ki te Manurewa a Tamapohore,
kia whakatau aku mihi mutunga ki runga o Pukekiwiriki
kei raro ko Papakura ki kona au ka whakatau.*

*Let this vessel that carries my greetings
travel by way of the Tāmaki River
to the landing place of Tainui canoe at Ōtāhuhu.
There, let my salutations be borne across the isthmus to the Pūkaki lagoon
and the community of Māngere.
Paddling the Manukau Harbour
we follow the Āwhitu Peninsula to the headland.
From there we fly down coast to the Waikato river mouth,
sacred waters of our forebears.
Coming ashore on the Northern side
at Maioro we head inland to Waiuku and Mātukureira,
there too is the Pā at Tāhuna and Reretewhioi.
Heading southward I come to Pukekohe.
My words turn to follow the ancient ridgelines along the Southern boundary,
dropping down into Mercer and Te Pou o Mangatāwhiri.
My greetings reach you at Kaiaua
who gaze across Tikapa Moana to the sacred mountain, Moehau.
Taking to the sea, my remarks travel to Maraetai
and then to Ōhūiarangi, sentinel to Pakuranga.
There we follow again the Tāmaki River
to Te Puke o Taramainuku, Ōtara resides there.
From here I reach for Manurewa
until my greetings come to rest on Pukekiwiriki
below lies Papakura and there I rest.*



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FOREWORD FROM HOWICK LOCAL BOARD

We are delighted to present the Pakuranga Town Centre Masterplan. The local board and the masterplan team have listened to the community and stakeholder feedback to help shape the plan.

The Howick Local Board sponsored and initiated the process for a masterplan as a response to the Auckland Manukau Eastern Transport Initiative [AMETI] programme of works. Achievements include:

- influencing changes to the road layout and location of the proposed bus interchange, pedestrian crossings and local street upgrades
- influencing the Proposed Auckland Unitary Plan with regard to heights, zones and frontages within the town centre
- a high level of engagement with the local community and key stakeholders.

These have been achieved through partnerships between the local board, Auckland Transport and AMETI. It is clear that change is needed in order to achieve this vision. The area must be developed as a

place for people, a destination rather than a junction of several main roads for traffic.

Thank you to everyone who has contributed to the masterplan to ensure that we make the town centre and surrounding areas a better place to live, work and play.



David Collings
Chairperson
Howick Local Board



Howick Local Board members

INTRODUCTION AND STRATEGIC CONTEXT

The Pakuranga Town Centre Masterplan sets a clear direction for making Pakuranga a vibrant town centre destination over the next 30 years. It outlines the design concepts, key moves and a plan of short to long-term actions for achieving our vision for Pakuranga.

The masterplan is informed by the Pakuranga Urban Design Framework produced by the former Built Environment Unit at Auckland Council. This Framework provides a fine grain look at land use, the street pattern and built form of the existing centre. It focuses on three strategic directives – the green link and open space network, sustainable growth, and an accessible town centre.

The masterplan also builds on what we have heard from the community. It seeks to enhance valued aspects of the centre and create new draw cards for residents and visitors alike. We have worked closely with key stakeholders and mana whenua to ensure their aspirations are captured in this document.

Pakuranga is on the verge of change, with multi-modal transport initiatives being delivered through the Auckland Manukau Eastern Transport Initiative (AMETI). Key to the preparation of this document is a constructive working relationship with Auckland Transport to ensure that we successfully integrate land use and transport planning.

The 30 year vision for Pakuranga Town Centre is:

“PAKURANGA IS A VIBRANT TOWN CENTRE DESTINATION, WELL-CONNECTED TO ITS COASTAL WALKWAY AND LOCAL COMMUNITIES, ENHANCED BY THE CREATION OF NEW CIVIC SPACES, GREEN LINKS, LIVE/WORK OPPORTUNITIES AND BY ITS CELEBRATION OF CULTURAL DIVERSITY.”

THE STRATEGIC CONTEXT

Auckland Plan

The Auckland Plan is a strategic document that provides guidance on how growth is to be managed while protecting and enhancing the attributes and qualities we value most in our region. It addresses how we will prepare for an additional one million people and four hundred thousand new homes by 2040. Auckland’s vision is to become “the world’s most liveable city”.

What does the Auckland Plan mean for Pakuranga?

The Auckland Plan identifies Pakuranga as a Town Centre, with a Rapid Transit Network running from Botany through the centre to Panmure to link with the Rail Network. Pakuranga is identified as part of the ‘urban south’ that is expected to see moderate to significant change over the next 30 years and will need 70,000 new dwellings to accommodate its residents.

Directive Three of the Auckland Plan’s High Level Development Strategy is ‘moving to a quality, compact city’. This directive has helped us shape our approach to managing and planning for growth within Pakuranga, focusing it in and around the Town Centre.

Howick Local Board Plan

The masterplan, including the development of the Rotary Walkway, has been identified as one of five Local Board initiatives that are funded through the Howick Local Board Plan. The extension of the Rotary Walkway from Bucklands Beach to Panmure Bridge was completed in 2013 and is an important feature of Pakuranga.

Long-Term Plan (LTP)

Auckland Council’s Long-Term Plan sets out all council and Council Controlled Organisation (CCO) funding across Auckland over a 10 year period. It is one of the key tools for implementing the Auckland Plan and includes budget for projects and initiatives identified within the Local Board Plans.

Operative Manukau District Plan

Under the Operative Manukau District Plan the centre is zoned Business 2 and 4. There are currently no height limits or building coverage requirements which apply to development in the centre. In terms of urban design requirements, the District Plan does not encourage development to face the street or address the interface with the public realm. The residential areas surrounding the centre are zoned Main Residential which permits 1 house per 400m² section and more intensive development on larger amalgamated lots.

Unitary Plan

The Draft Unitary Plan was open to feedback from the community between March and May 2013. There was strong opposition expressed to the zoning proposed for Pakuranga, which provided for apartments and terraced housing around the coastline. The Masterplan team worked with the Howick Local Board to propose an alternative plan for the provision of growth in Pakuranga. These ideas were taken out for community consultation in July 2013 and were well received. The amended zonings, which have fed into the September 2013 notified version of the Proposed Auckland Unitary Plan (PAUP), draw taller buildings away from the coastline and instead focus intensification along the road corridors and within the centre itself. As a result, a permitted height of 12 storeys is proposed in the Pakuranga Town Centre zone. The Town Centre zone is surrounded by Mixed Use and Terrace Housing and Apartment Building zones. The PAUP is currently proceeding through hearings that are scheduled to finish in mid 2016.

Auckland Design Manual

The Auckland Design Manual (ADM) is the sister-guide to the Unitary Plan, and provides an online tool box to enable better design performance for new developments in Auckland. It is recommended that any new development within centre follow the ADM's best practice guidelines.

DID YOU KNOW?

THE WORD "PAKURANGA" IS MĀORI FOR THE BATTLE OF THE SUNLIGHT OR THE BATTLE OF THE SUN'S RAYS.

LOCAL INFRASTRUCTURE

This section outlines some of the high level infrastructure considerations for the centre; full assessments would need to be undertaken as part of any proposed development.

Geotechnical

The centre straddles two geological formations – the Tauranga Group Alluvium and the East Coast Bays Formation. Part of the centre sits on estuarine deposits and the remaining area consists of basalt, ashtuff and alluvium. Appropriate geotechnical assessments within the centre will need to be undertaken by developers to support their proposals.

Wastewater

Watercare is currently undertaking construction of a diversion project within Howick. This project will create some spare capacity within the main trunk sewer for the centre. Local sewer upgrades may be required to support any development as proposed within this masterplan. The close proximity of the main trunk sewer would allow for expansion of waste water servicing capacity for development in the centre.

Transmission corridors

Transmission corridors running south of the centre carry the high voltage electricity network on pylons. Transpower New Zealand Ltd is the owner and operator of these lines that will remain as they currently exist and not be undergrounded. Development around transmission lines and towers/ poles needs to be consistent with the National Policy Statement on Electricity Transmission 2008. Transpower have to ensure that adverse effects on (or from) the National Grid need to be carefully managed to ensure that the operation, maintenance and development of this important infrastructure is not compromised. It is advised that Transpower is contacted if development is proposed within the specified buffer corridors.

Stormwater

The centre and its adjacent neighbourhoods are currently serviced by conventional stormwater reticulation which collects stormwater from hard surfaced areas and takes it away through an underground pipe system. The stormwater is only partially treated before it enters the Tamaki River. The redevelopment of the centre provides a good opportunity to construct water sensitive design systems which could benefit both landscaping and stormwater management.

AMETI IN PAKURANGA

The Auckland Manukau Eastern Transport Initiative (AMETI) is delivering multi-modal transport improvements to the Eastern suburbs including Pakuranga and this will greatly affect how the centre grows and develops.

The AMETI proposals present a number of challenges and opportunities for the masterplan. The transport proposals, opportunities and challenges are detailed below.

Flyover

A new road connection is proposed, possibly in the form of a flyover, to divert traffic from Pakuranga Road directly to the Waipuna Bridge. This will substantially reduce localised congestion around the centre particularly around the intersection of Ti Rakau Drive and Pakuranga Road. This creates the opportunity to reallocate road space to bus, walking and cycling facilities, reducing the width of Pakuranga Road to the north of the centre, as well as enabling a range of other improvements to be delivered.

Busway

A new dedicated busway is planned to run between the Panmure train station and Botany town centre, along Pakuranga Road and Ti Rakau Drive. It will provide an attractive, frequent and reliable public transport service for the Eastern suburbs and make the centre more accessible by public transport. The centre will have its own busway station.

Walking and cycling facilities

New walking and cycling facilities along the Pakuranga Road and Ti Rakau Drive corridor, including around the centre, will help to make the centre a safer, easier and more attractive place to walk around and get to by bicycle.

Local road connections and intersections

New local road connections and signalised intersections are set to improve vehicle, cyclists and pedestrian access to the centre. Proposed new connections are for Cortina Place to William Roberts Road, William Roberts Road to Ti Rakau Drive and Aylesbury Street to Ti Rakau Drive. It is also proposed to stop vehicle access along a number of local roads that flow into Pakuranga Road including Tamaki Bay Drive, William Roberts Road and Latham Avenue.

Alignment with Masterplan

The transport changes provided by AMETI will contribute towards delivering the Masterplan and the vision expressed for Pakuranga in the Auckland Plan and PAUP. The masterplan has been informed by and responds to the most current information available about the AMETI project's proposals for Pakuranga. These proposals are not yet finalised, and any substantive changes to them may result in a need to review the masterplan. The document should also be reviewed periodically to ensure that it is aligned with the Local Board Plan and the council's Long-Term Plan, to allow consideration of any necessary changes to funding.

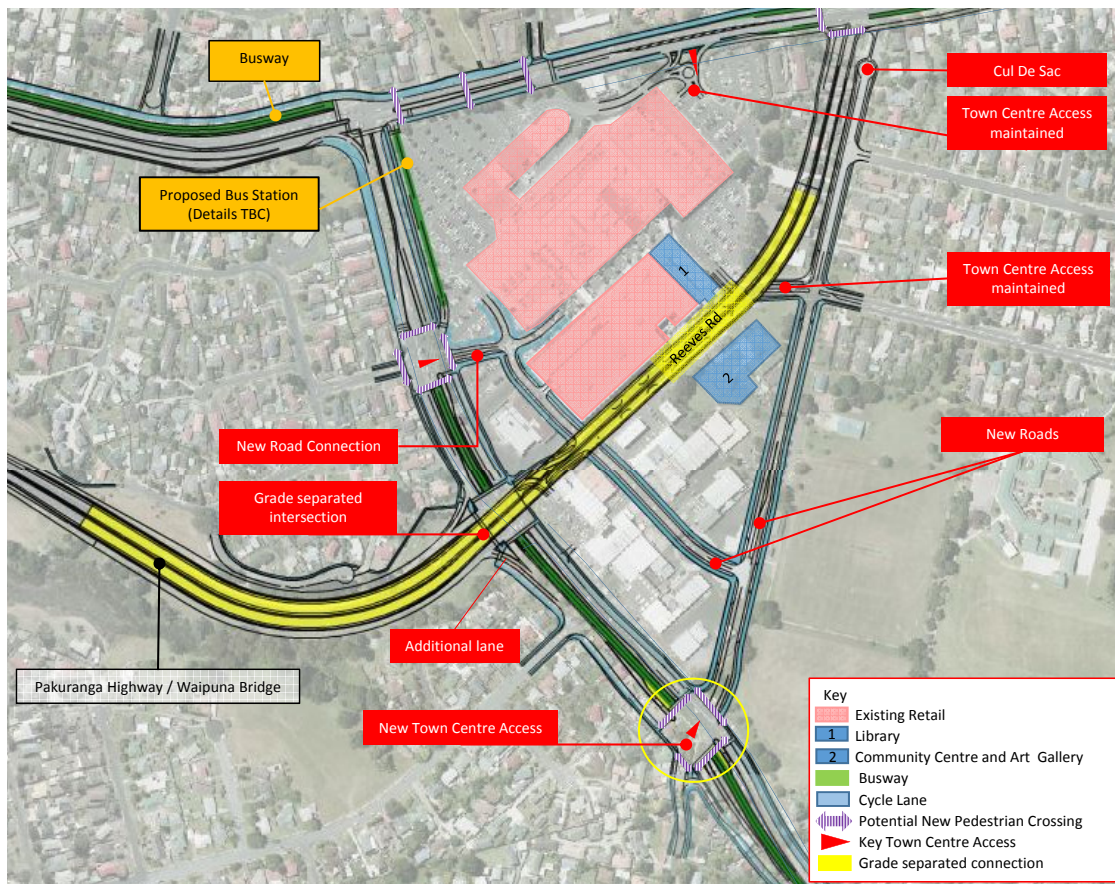


Image courtesy of Auckland Transport and subject to change

PAKURANGA'S STORY

Pakuranga's past

Pakuranga was once covered in a low lying swamp that was drained and developed to create the landscape we see today. Until the 1950s the area was a sparsely settled farming community, but in the following decade it was transformed into a new suburb. To support the growing community, a new bridge was constructed over the Tamaki Estuary, and in 1965 the Fletcher Construction Company developed the centre and Ti Rakau Drive.

Pakuranga today

Pakuranga is the eastern gateway to Howick and home to one of the busiest roads in Auckland - Pakuranga Road. The area is characterised by its proximity to the Tamaki Estuary coastline where the popular Rotary Walkway attracts visitors and residents alike.

The centre's focus is around the Pakuranga Plaza, a large shopping mall that is surrounded by car parking.

There are civic functions within the centre such as the Pakuranga Library, Te Tuhi Arts Centre and the Pakuranga Leisure Centre.

Pakuranga's people

Between 2006 and 2013 Howick was one of the five local boards in Auckland that grew the most, with 13,620 more people now living in the area.

Census data shows that compared to the wider Auckland region, Pakuranga has a higher percentage of Asian people and a lower percentage of Pacific people than the Auckland Region.

Statistic	Pakuranga (4 area units)	Howick Local Board	Auckland
Māori people	7.5%	4%	12%
Pacific people	6.6%	3.6%	11.4%
Asian people	33%	37%	22%

* Pakuranga statistics are taken from the four Area Units of Sunnyhills, Edgewater, Pakuranga Central and Pakuranga East

Mana whenua values

Mana whenua with a connection to the Pakuranga area have identified ways to ensure Maori values, history and connections are recognised and celebrated throughout the centre including:

- telling mana whenua stories in public spaces and parks through public art and urban design elements
- incorporating Maori design elements within public space to enhance place and identity
- removing invasive plant species and using native plants in any redevelopment of the centre and surrounding areas
- ensuring there is minimal impact on waterways, by filtering storm water and treating it before it enters natural water systems
- recording Maori archaeological sites as they are discovered during the re-development of the area.

Pakuranga's green rating

Sustainable building design, access to green space and the promotion of walking and cycling that promote community health and wellbeing are all key components of any plan for a quality town centre environment. Examples of green and sustainable development strategies, such as Waterfront Auckland's Sustainable Development Framework are setting the benchmark for sustainable building throughout Auckland. The centre has an opportunity to create a point of difference and encourage the adoption of green building practices.

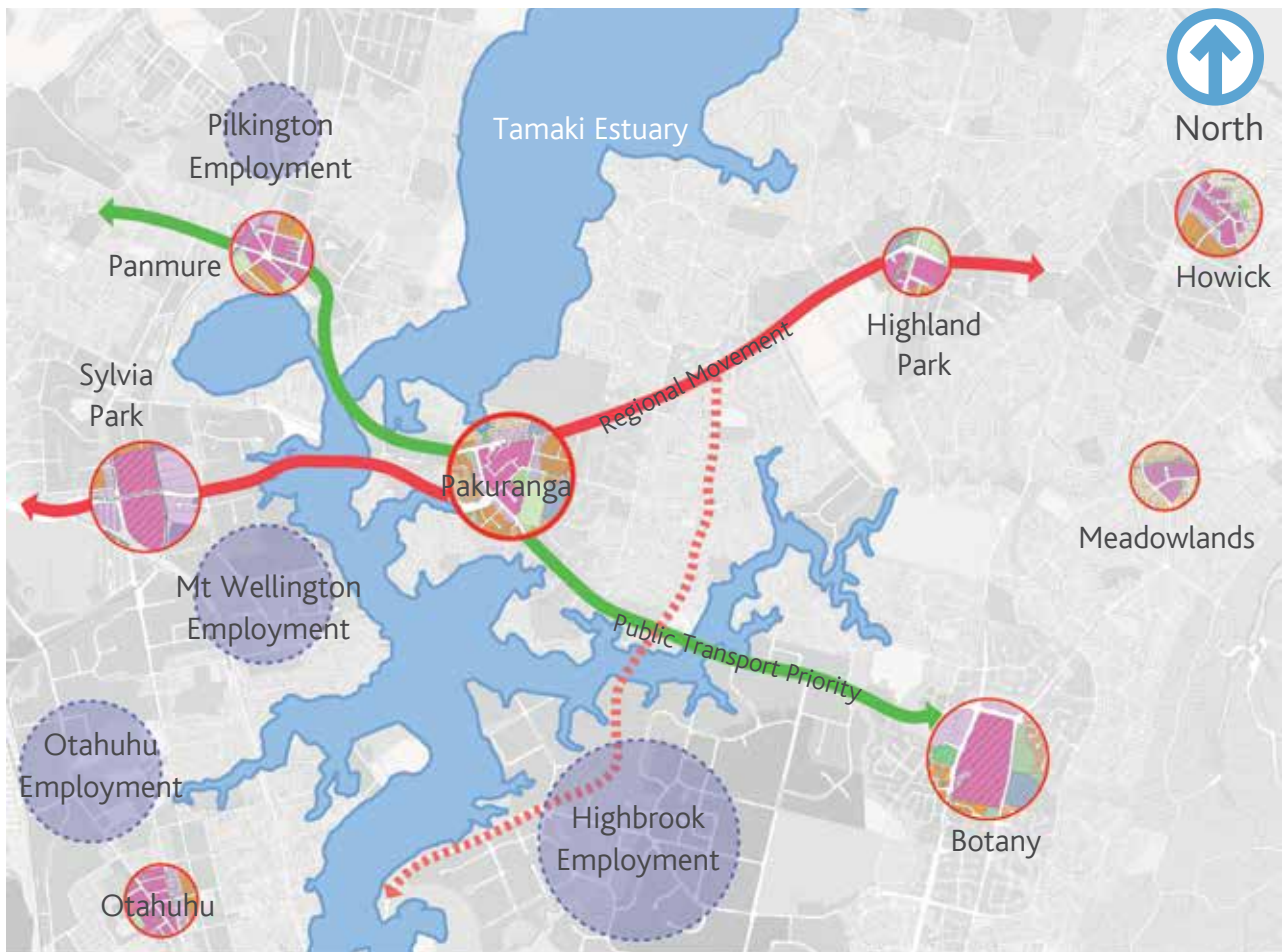
Pakuranga's economy

The centre currently plays a strong local convenience role in the hierarchy of shopping centres within the wider area. Howick Village, Highland Park, Sylvia Park, Mt Wellington's Lunn Avenue, Panmure and Glen Innes all offer a range of attractions and services that compete with those available at Pakuranga.

The average retail spend in Pakuranga is around \$41 per shopping trip which is lower than the \$50 average spend across Auckland. This suggests that shoppers currently make larger purchases outside of the centre, that the centre most likely services local rather than regional needs and that it has a small catchment area.

In order to create and support more diverse activities within the centre in the future, it will be important to enhance the pedestrian environment to support retail growth, to attract private investors to deliver residential developments and to explore the viability of office development through a rental assessment.

Pakuranga's context



Pakuranga's voice

This masterplan has been prepared in consultation with key stakeholders and the wider community. The first community consultation sessions undertaken in 2012 informed the Pakuranga Urban Design Framework which was used to prepare the draft masterplan. In July 2013 two engagement events were held where eight key concepts (see diagram) were presented for community feedback. A total of 800 people attended the two events and gave us their feedback. One of the consultation sessions was jointly held with Auckland Transport so that people could see the proposed transport changes together with the proposed land use response.

Community feedback at these events was gathered in a variety of ways. This feedback was analysed and contributed to the direction provided in the draft masterplan. Two further consultation sessions held in May 2014 enabled the community to give feedback on the detail of the draft document's proposals. Community feedback from the May consultation sessions has further shaped this document and helped to ensure it reflects community aspirations.



Eight Key Concepts



YOU SPOKE, WE LISTENED...



The future looks good for Pakuranga.

Roof structures should be used for viewing platforms, restaurants, gardens and recreational activities.

More parking! The parking needs to be long term, close by and reasonably priced with covered access ways.

The area would benefit from an outdoor performing area to promote the cultural diversity present in our community.

Include cultural elements within design (e.g. names and cultural markers).

Support the extension of Aylesbury Street.

Retain visual connections to the centre from Ti Rakau Drive and Pakuranga Road.

Careful concern needs to be given to the design of the flyover and the quality of space underneath it.

Importance of town squares – don't make them too small, shady or cramped.

Shared spaces are important but must have strong design cues to emphasise slow speeds.

The Rotary Walkway is a local resource whose great potential is still far from fully realised.

A direct, lighted crossing from the Rotary Walkway to the centre would be great.

More restaurants and outdoor dining would be ideal.

We want the coast safe-guarded against high rise development. Intensification and increased height should be in the town centre.

The town centre should be appealing, well lit and easily accessible on foot.

Provide a semi-permanent open market place with local crafts and foods.

The importance of meeting places with a variety of seating options, water features and public art.

Provide good links and improved cycle facilities.



VISION AND GUIDING PRINCIPLES

The masterplan team has listened to community and stakeholder feedback and built on eight initial concepts to develop a vision, design concept and guiding principles for the future of the centre. These are described in more detail in the next four sections, which focus on building, connecting, greening and revitalising the centre.

THE VISION

“PAKURANGA IS A VIBRANT TOWN CENTRE DESTINATION, WELL-CONNECTED TO ITS COASTAL WALKWAY AND LOCAL COMMUNITIES, ENHANCED BY THE CREATION OF NEW CIVIC SPACES, GREEN LINKS, LIVE/WORK OPPORTUNITIES AND BY ITS CELEBRATION OF CULTURAL DIVERSITY.”

GUIDING PRINCIPLES

- Maintain 'one vision' for the centre, with on-going input and collaboration from the community, mana whenua, landowners and council to guide any decision making process.
- Foster a distinct point of difference for Pakuranga to set it apart from the other sub-regional centres of Botany, Sylvia Park and Panmure.
- Encourage the use of sustainable practices aligned with community values through the use of development incentives and tools.
- Weave the arts and mana whenua values into the centre's infrastructure, public amenities, buildings and open spaces.
- Ensure the delivery of an easy, legible and future-proofed parking system for the whole centre.
- Focus taller buildings towards the middle of the centre, north of the proposed flyover to front Aylesbury St, and avoid shading of open spaces.
- Take advantage of opportunities provided by new transport infrastructure that is to be delivered through the AMETI project.

THE CONCEPT – PAKURANGA'S STRONG TRIANGLE

The centre is shaped like a triangle. A triangle is strongest at its corners and edges. The concept focuses on strengthening these.

The centre will have three striking urban landmark corners and three welcoming visitor gateways on each of the centre's activity edges.

STRENGTHEN PAKURANGA'S CORNERS, EDGES AND ENTRANCES



BUILD IT UP, MIX IT UP

The centre cannot easily grow out in size, but it can easily grow up in both quality and market attractiveness. The centre can take full advantage of 360 degree sea views, good access to transport routes, and celebrate being the gateway to the east. The triangle will be anchored by a revitalised, high quality retail and increasingly mixed use core that provides for new and enhanced retail, civic and community spaces. People will be attracted to live, work, shop, dine and be entertained.

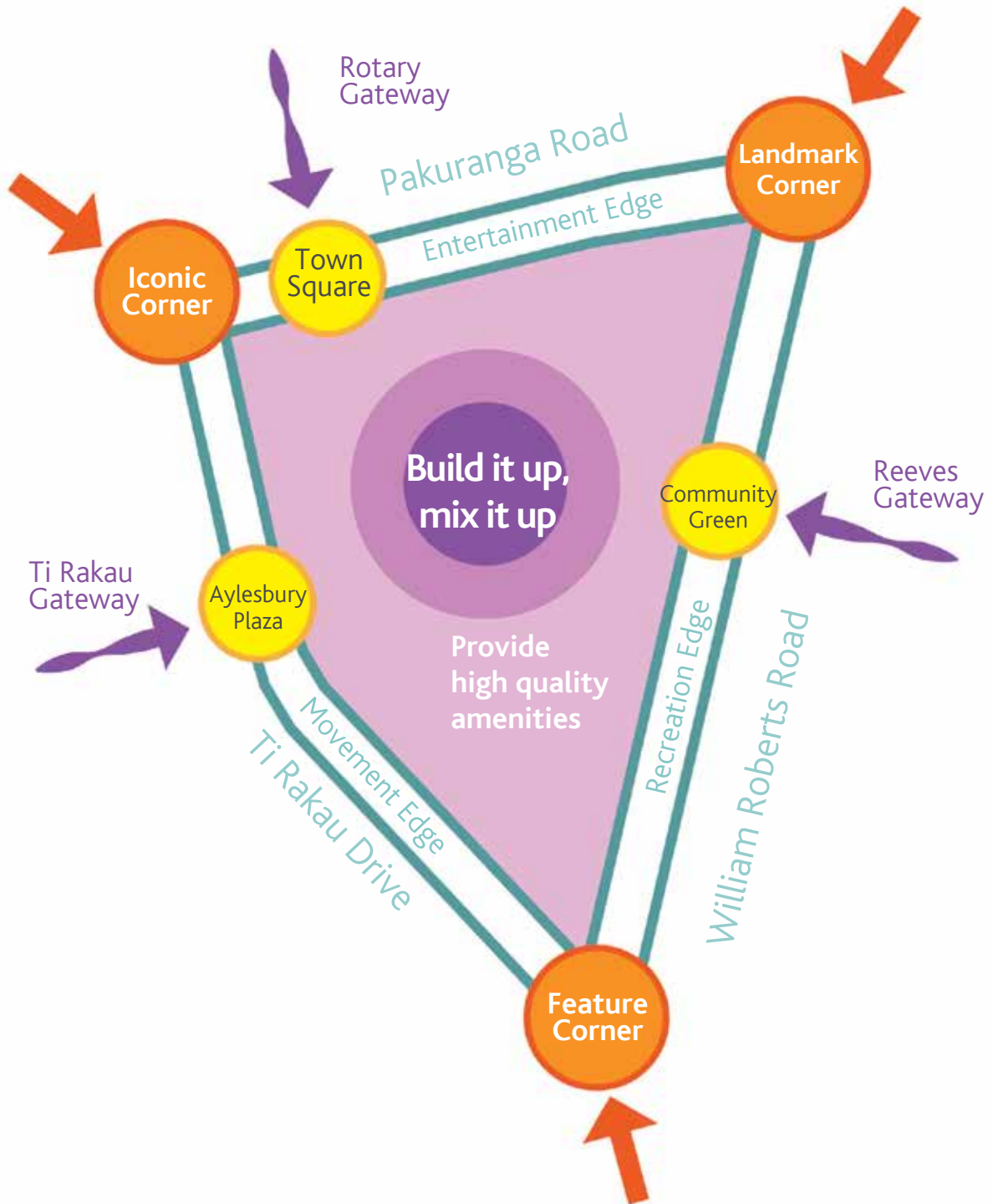
DELIVER HIGH QUALITY AMENITIES

The centre's competitive point of difference will be in encouraging the delivery of high quality civic and community amenities, and offering a greater mix of uses.

PAKURANGA'S TRIANGLE

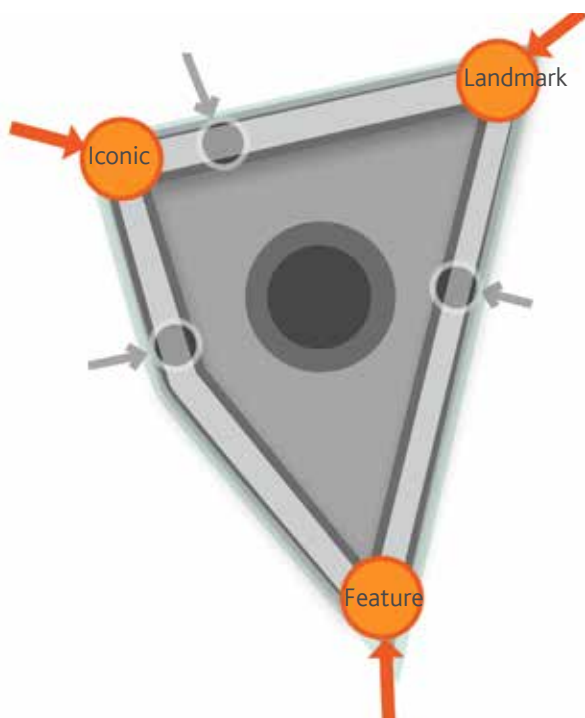
The centre is shaped like a triangle.

A triangle is strongest at its corners and edges – the masterplan concept focuses on strengthening these.



BUILDING THE CENTRE

In order to realise the masterplan's vision for the centre, the built form needs to be guided to build on the strengths of the centre's corners, edges and its core. This section sets out how this can be achieved through a considered design approach.



THREE STRONG CORNERS

The existing centre is largely made up of low level buildings one or two levels high. The tallest building in the centre is the office block above Pakuranga Plaza (approximately six storeys). There is a lack of landmark buildings to be clear identifiers for the centre.

One of the major proposals for the centre is that there should be three strong corner developments that anchor the town centre and invite people to visit. The three strong corners are:

- The landmark corner - at the intersection of Pakuranga Road and the entrance to the proposed flyover
- The iconic corner - at the intersection of Ti Rakau and Pakuranga Road
- The feature corner - at the intersection of William Roberts and Ti Rakau Drive.

The following sections identify the opportunities that these corners present, and the masterplan's vision for each one.

→ ● The Landmark Corner

As part of AMETI, a flyover could be built over Reeves Road, starting at Pakuranga Road in the north east corner of the site. There is an opportunity at this corner of the centre to create a landmark corner that announces the town centre to passing traffic.

This development could incorporate a larger mixed use residential development that could be built up to 12 storeys and capitalise on stunning uninterrupted views out to the Tamaki Estuary and beyond to Rangitoto and the Waitemata Harbour.

→ ● The Iconic Corner

The corner of Ti Rakau Drive and Pakuranga Road presents a unique opportunity to develop a Transit Oriented Development directly adjacent to the proposed location of the bus station that will be delivered by the AMETI project (specific location and design yet to be determined).

This development would be an entry statement for the centre and could attract ground level activities such as restaurants and shops. The building should act as a strong edge to both Pakuranga Road and Ti Rakau Drive and be set back sufficiently to allow generous space for both pedestrians and cyclists to enter and exit the bus station.

Along Pakuranga Road, the proposed corner development could have activities such as cafes and restaurants on the ground floor that spill out on the public square. This would activate the entertainment edge of the centre and be compatible with the improved Pakuranga Road as proposed by AMETI.

→ ● The Feature Corner

This corner at the intersection of Ti Rakau Drive and William Roberts Road will be highly visible to local traffic bound for the Waipuna Bridge as well as to vehicles traveling north on Ti Rakau Drive. This would be a good location for a bus stop along the AMETI route and people getting on and off buses will enhance its liveliness.

This corner's location opposite the playing fields and the leisure and arts centres makes it attractive for health, community or medical related services.

Access to development on the corner could be achieved from Cortina Street, and there are opportunities for retail activation at ground floor.



Landmark corner concept - development potential



Iconic corner concept - development potential



Feature corner concept - development potential

MIXED USE ZONE SURROUNDING THE TOWN CENTRE

The PAUP provides a Mixed Use zone around the Town Centre zone. This zone generally allows four storey buildings and will act as a transition area, in terms of scale and activity, between the existing residential areas and the centre.

The zone will provide for residential activity as well as smaller scale commercial activities that would not affect the viability of the centre.

A Urban fringe shop top living (north of Waipuna Bridge)

The proposed upgrade of Ti Rakau Drive as part of AMET1 to allow for a busway, cycle lanes and pedestrian facilities will make this road a wide and busy one.

The proposed Mixed Use zone will enable shops, business, offices and multi-storeyed residential buildings to locate along it. The focus here will be on high quality mixed use development.

This is important for helping to make the transport facilities AMET1 is delivering vibrant, well used and market attractive.

B Commuter convenience zone

Service stations in the Pakuranga area are becoming a rare sight. The masterplan proposes the area along Ti Rakau Drive, south of the proposed flyover, as an ideal location for a service station and other commuter convenience businesses, for example bike shops.

C Accommodation and amenity focus

The area on the north side of Pakuranga Road opposite the Centre is currently being redeveloped.

The existing restaurant, real estate office and other small businesses are evidence that this area is well positioned to take advantage of the evening peak traffic going into Howick.

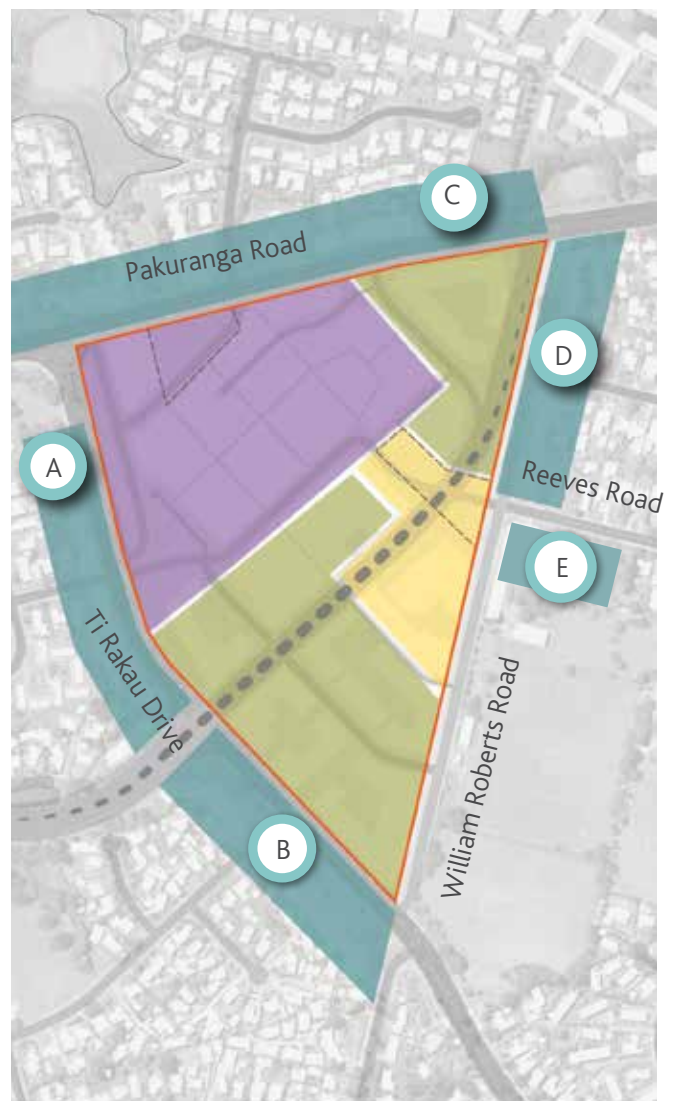
The height proposed in the PAUP for this area is three storeys, lower than that permitted standard Mixed Use zone. Three storeys is more suitable here due to the proximity to residential areas, where more intensive development is constrained by existing cul-de-sac streets and the coastal environment.

D Community Office Fringe

The proposed Mixed Use zone on the eastern fringe of the town centre (along William Roberts Road and north of Reeves Road) would be an ideal location for businesses that complement the centre. Offices for small businesses such as accountants and small medical practices with residential above them would fit well in this location. The character of the area would be more residential, although development along this edge does need to respond to the proposed flyover opposite. The Mixed Use zone provides the flexibility and scale to do this.

E Mixed use zone

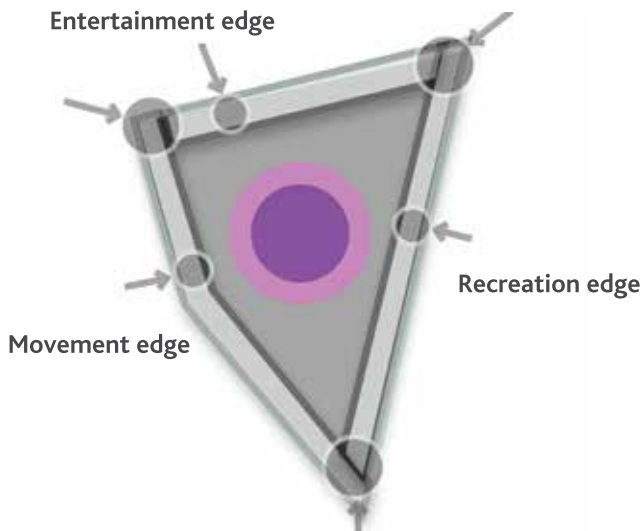
The Mixed Use area proposed along Reeves Road and adjacent to Ti Rakau Park has the potential to accommodate activities such as food and beverage retail outlets that would complement and enliven the community green and adjacent park. Reeves Road traffic bound for the Waipuna Bridge will need to turn left at William Roberts Road, which would give these sites high visibility to passing traffic.





BUILD IT UP, MIX IT UP

The PAUP enables housing choice and business development opportunities for Pakuranga, and all of Auckland. The Auckland Plan encourages more of Auckland's future population to live within our town centres and near good public transport and civic amenities such as parks and libraries. The Auckland Plan's direction has been given effect to in part through the PAUP's zoning provisions.



The PAUP supports more intensive, smaller, attached and apartment housing to be built close to centres and along transport corridors, like AMETI's proposed bus corridor along Pakuranga Road and Ti Rakau Drive.

Within the centre itself, the PAUP proposes that 12 storey buildings can be built for both residential and business activities. Consent can be sought for taller buildings.

While the proposed zones provide for these options, new building and development will only take place if and when property owners and market conditions allow.

Building heights in the Centre

The masterplan provides a recommended guide for building heights within the centre and ensure that any new development enhances the physical and social relationship of the centre with its surrounding neighbourhoods. Recommended heights for buildings along the three activity edges are set out below:

Movement edge - 8 storeys

On the busy movement edge (Ti Rakau Drive) where the road is at its widest, a height of 8 storeys is preferred in order to reinforce the edge but not overly impact on the residential properties to the west.

Entertainment edge - 6 storeys

On the entertainment edge (Pakuranga Road) the proposed new road layout will be more pedestrian and cycle friendly, and the Masterplan proposes this as a good location for a sunny north-facing square. A permitted height of 6 storeys is recommended here so as not to create long shadows and wind tunnelling in and around the square. This height also responds to the need for lower building heights closer to the coastal edge.

Recreation edge - 6 storeys

Along the recreation edge (William Roberts Road) fronting the park, the recommended height is 6 storeys so as not to overshadow the park, civic spaces and other amenities in this area.

In the centre itself, 12 storey buildings would be appropriate immediately north of the proposed flyover. Development at this height will overshadow the proposed flyover but not impact on Aylesbury Street, the parks or any of the civic open spaces. Locating the highest development in this area makes it easy for occupants of buildings to enter and exit from Aylesbury Street, thereby adding more energy and potentially some evening activity to the centre. Buildings at 12 storeys would enjoy uninterrupted views of the Tamaki estuary, Rangitoto, Mount Wellington and beyond (see the diagram on page 19 for an outline of building heights in the centre).



Looking north towards Rangitoto Island - from the top of the Pakuranga Plaza office tower. Image- courtesy of Pakuranga Plaza



RECOMMENDED HEIGHTS OF BUILDINGS IN THE CENTRE



CONNECTING THE CENTRE

The centre cannot grow and flourish if it is not well connected. Connections to, from and within the centre are key to unlocking its development potential. This section outlines how existing connections can be enhanced and new connections for all modes of transport encouraged.

EXISTING CONNECTIONS

Roads

Pakuranga Road is one of the busiest roads in Auckland, carrying up to 40,000 vehicles per day. From the east, Reeves Road provides local access into the centre. Traffic travelling between the central city and the eastern suburbs is currently funnelled over two bridges which take traffic past the centre, placing it in a key strategic location.

Public transport

Public transport is currently limited to a small range of bus services that follow the arterial routes and are focused on getting local residents into the city. There is also a regional service that links the area to suburbs such as Sylvia Park, Manukau and Otahuhu, and connects with the ferry services at Half Moon Bay.

Pedestrian and cycle network

Pakuranga does not have an integrated pedestrian or cycle movement network, which fails to capitalise on the fact that nearly all of Pakuranga is within 10 minutes walking distance of the centre. Pedestrian and cycle movements are hindered by the dominance of regional arterial roads (Pakuranga Road and Ti Rakau Drive) that are difficult to cross and act as a barrier for accessing the town centre from surrounding neighbourhoods.

DID YOU KNOW?

IN THE 1930s THE PAKURANGA TO HIGHLAND PARK AREA WAS THE SECOND CHOICE, BEHIND MANGERE, FOR SITING THE AUCKLAND INTERNATIONAL AIRPORT.

GETTING TO THE CENTRE

Multi-modal approach

Pakuranga is changing. As well as a dedicated bus route, AMETI is proposing to deliver high quality walking and cycling routes along Panmure Bridge, Pakuranga Road and Ti Rakau Drive. Another Auckland Transport led project is a Corridor Management Plan for Pakuranga Road, between the town centre and Highland Park, that looks at improving transport along the corridor, including for cycle, pedestrian and bus movements.

The PAUP zones allow for intensified growth in the centre and along the main streets leading to it. If this growth occurs there will be more people living in Pakuranga and sustainable modes of travel will be vital to avoid further congestion on the roads. Walking and cycling routes into and around the centre that build on improvements to the transport network from the AMETI project are essential components of the masterplan.

These connections need to provide accessible, legible, safe, attractive and efficient access to the centre from all directions.

From open space to the town centre

As well as the Rotary Walkway, there are a lot of other green and open spaces in Pakuranga that need to be reconnected to the centre. Green links and walkways could be created through Ti Rakau Park to the Recreation Edge along William Roberts Road. The centre will also be accessible from Riverhills Park along Ti Rakau Drive.



From the Tamaki Estuary to the centre

The coastline is only minutes away from the centre, and although the Rotary Walkway is highly valued by residents there is no sense of this closeness to the water from within the centre. The Rotary Walkway, as set out in the map below, connects Pakuranga through to the Half Moon Bay Ferry terminal. Access to the Walkway is currently across Pakuranga Road. The masterplan strongly recommends improving this access by creating a direct and signalised pedestrian crossing. Interpretive signage could also be used to provide useful environmental information, and to help tell Pakuranga’s story.

The masterplan recommends improving accessibility to the coast by exploring the option of extending the walkway south of Panmure Bridge to create a loop for walking and cycling, starting and finishing at the centre. This extension would continue around the coast past the end of the existing walkway, then head back to the centre across Ti Rakau Drive. The walkway would need to be signposted from the centre to encourage and inform potential users. A longer loop could also be explored going further south of Waipuna Bridge.

From neighbourhoods to the centre

There are a lot of cul-de-sacs in Pakuranga which disrupt vehicle, pedestrian and cyclist movements around the suburb, and alternative ways need to be found to connect the centre to its surrounding neighbourhoods. Existing walkways which are important feeder routes to the centre and bus stops should be reviewed and enhanced. The aim should be to create legible routes for pedestrians and cyclists along neighbourhood streets to the centre, creating clear sightlines and encouraging car-free movements.

From the Half Moon Bay Ferry terminal to the centre

Half Moon Bay is a popular ferry terminal for cyclists and pedestrian passengers going to the city centre as well as for pedestrians, cyclists and vehicles going to Waiheke Island. The centre is one of the first shopping centres for Waiheke residents when they arrive on the mainland, and there is an opportunity to locate activities and services here that cater to their needs and attract them to visit on a regular basis.

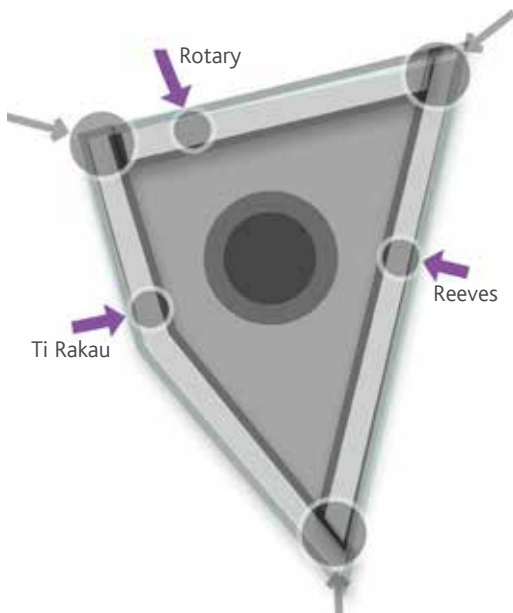


Rotary Walkway - image courtesy of Auckland Transport

THE THREE GATEWAYS

The first Strategic Directive in the Pakuranga Urban Design Framework was to link the centre with the water and the open spaces in Pakuranga. Green links have been identified to and through the centre, as shown on the diagram on page 25.

The green links create three gateways clear gateways into the centre, one on each side of the triangle. The gateways should be landmarked as arrival points, allow good lines of sight into the centre, and be used to assist with creating an outward-facing centre.



1. Rotary Gateway

This gateway links the coastline and the Rotary Walkway to the centre. A pedestrian crossing over Pakuranga Road between the Rotary Reserve and the centre is proposed, to facilitate pedestrian and cycling movements through this gateway.



View from Rotary walkway looking into the town square

2. Ti Rakau Gateway

This gateway is important for residents living west of the centre and for people using cycle and pedestrian links along Ti Rakau Drive. There is an opportunity to facilitate safer pedestrian and cycling movements into the centre by creating a signalised intersection connecting Palm Avenue across to a reorientated Aylesbury Street.



View from Palm Avenue looking into Aylesbury Street

3. Reeves Gateway

This gateway sits on the recreation edge and will be important for residents living east of the centre and for people wanting to access the centre from Ti Rakau Park. This gateway will attract people into the centre past Te Tuhi Arts Centre and the Pakuranga Library as a result of the reduced traffic volumes expected on Reeves Road from the proposed flyover. There is also potential to better align Reeves Road with Aylesbury Street under the proposed flyover and improve access between.



View from corner of Reeves Road and William Roberts Road

GETTING THROUGH THE CENTRE

Moving through the centre is difficult today. With the changes that AMETI proposes, vehicle movements could be made easier through local road upgrades such as realigning Aylesbury Street to meet Palm Avenue and connecting Cortina Place to William Roberts Road. This is illustrated in the diagram on page 24.

It is critical that pedestrians and cyclists have easy access to the mall entrance from the Rotary and Ti Rakau Gateways and for cyclists and pedestrians to cross over and join Aylesbury Street from the Reeves Gateway. All these routes need to be clear and well signposted, as well as provide a safe and pleasant experience for people coming into the centre.

Streets in the centre need to be safe and pleasant for pedestrians and cyclists (see diagram on Page 25). This can be achieved by implementing a variety of traffic calming measures such as parallel parking on streets within the centre, tree pits and raised pedestrian crossings.

It will be important to create routes that are legible and safe during the day and at night, with signs that point people to the medical centre, arts centre, library, night market and the estuary. This will help facilitate movement and improve experiences for people in the centre. Way-finding signs can also be used to reflect Pakuranga's history and cultural character throughout the centre. Community groups and local artists can contribute to the design of these signs and markers.

VEHICLE AND CYCLE PARKING

There is currently a lot of street level parking in the centre taking up land that could be better used for public open spaces, green spaces, residential or business uses. This land could be freed up by consolidating some of the car parking into multi storey car park buildings, located adjacent to the main gateways. Some accessible parking would still need to be provided at street level at various locations around the centre.

When designing parking structures the masterplan recommends the following:

- Activation of the edges and ground floor of the building with retail or office space such as the approach taken at the Auckland Hospital (pictured).
- Locating parking within the basements of buildings.
- Incorporating water sensitive design techniques such as permeable surfaces or using swales or raingardens to treat run off.
- Doubling the number of carparks by using an automated stacking system (pictured).

AMETI will deliver new cycle lanes that will connect to the centre to promote cycling. The centre will need to provide cycle parking to enable people to interchange onto public transport or to stop and shop in the centre. It is important that this cycle parking is accessible, safe and secure.



Parking building with an active retail ground floor – Auckland City Hospital

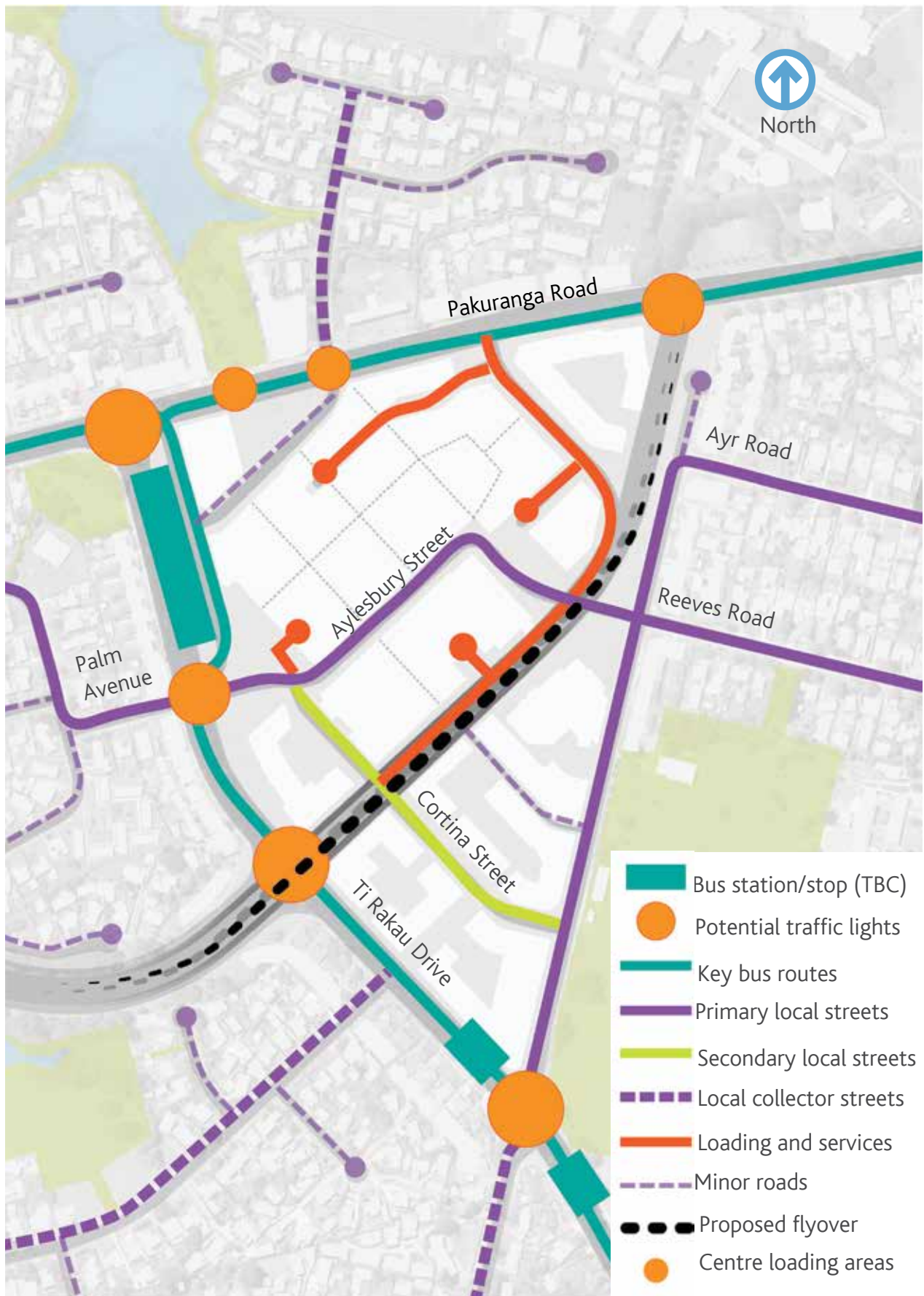


Automated stacked parking lot

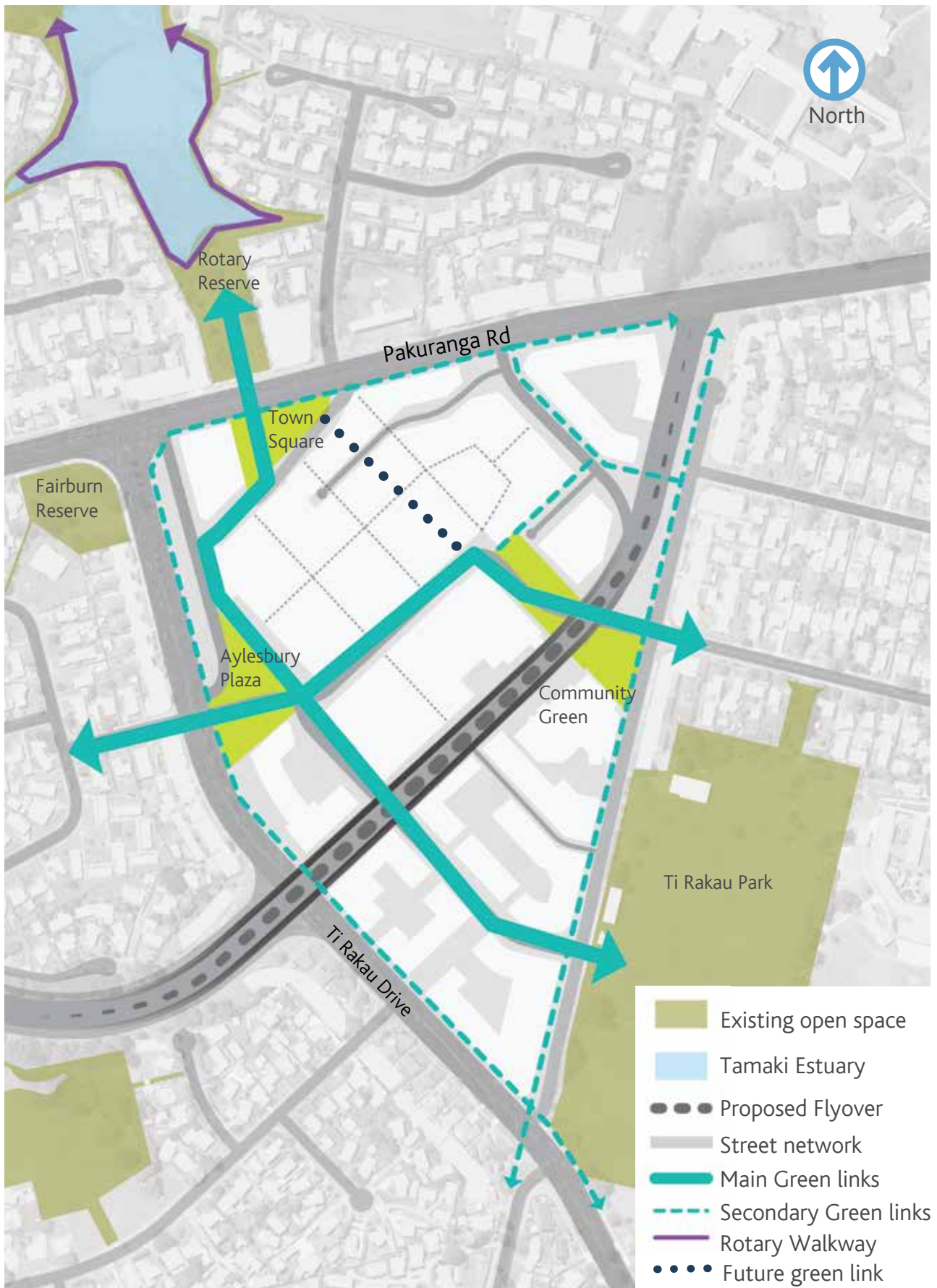


Cycle parking

POTENTIAL VEHICLE MOVEMENTS IN 30 YEARS



POTENTIAL PEDESTRIAN AND CYCLE - GREEN LINKS



GREENING THE CENTRE

The centre can strengthen its roots by creating play spaces, enhancing its existing green spaces, and by taking a water-sensitive approach to landscaping and stormwater management. It can also trap, harness and utilise the stormwater that falls on hard surfaces and runs untreated into the Tamaki Estuary.

Community consultation on the masterplan has shown that people want to see more green spaces, more trees, and more places for children to play in the centre. There is also strong support for enhanced green links to the estuarine setting of the Rotary Walkway. Consultation with mana whenua has highlighted aspirations for bringing the 'swamp up to the surface', for planting indigenous species, and improving the quality of water running off into the Tamaki Estuary. Eventually, mature trees and plants will provide shade in sunny public spaces, and perhaps for the return of some indigenous birdlife.

WATER SENSITIVE URBAN DESIGN MIMICS A NATURAL SYSTEM WHERE STORMWATER IS CONTROLLED AND FILTERED. IT CAN POSITIVELY CONTRIBUTE TO STREET AMENITY AND PROVIDE A GOOD WATER SOURCE FOR PLANTS AND TREES.

The masterplan's approach to greening the centre involves taking a considered approach to planting and landscaping within the three corners, along the three activity edges and around the three gateways.

Greening the centre also involves taking into account green building design. Developers are encouraged to adopt sustainable building features such as rainwater harvesting, solar panels and green roofs or walls. The PAUP requires all new commercial buildings to reach a Green Building Star rating of 6.

Building green is also about providing future flexibility so spaces built for one use can be used for something different in the future. For example, a car park in the short term could have higher floor levels so in the future it could be redeveloped for office or residential use.

The existing landscape

Pakuranga is situated on a natural bend of the Tamaki River and has an island-like geography, with the river running to the north, south, and west. The extensive shore line and numerous inlets provide a significant, naturally occurring green infrastructure. Located on the north-west corner of the centre, Fairburn Reserve and the Rotary Reserve contain protected trees and provide a landscape asset to the area but are poorly connected.

The area benefits from a number of public open spaces which vary in character and use and are considered valuable by several user groups. Both Ti Rakau Park, adjacent to the centre, and Riverhills Park provide playing fields and sports amenities within walking distance of surrounding neighbourhoods.

Landscape concept approach

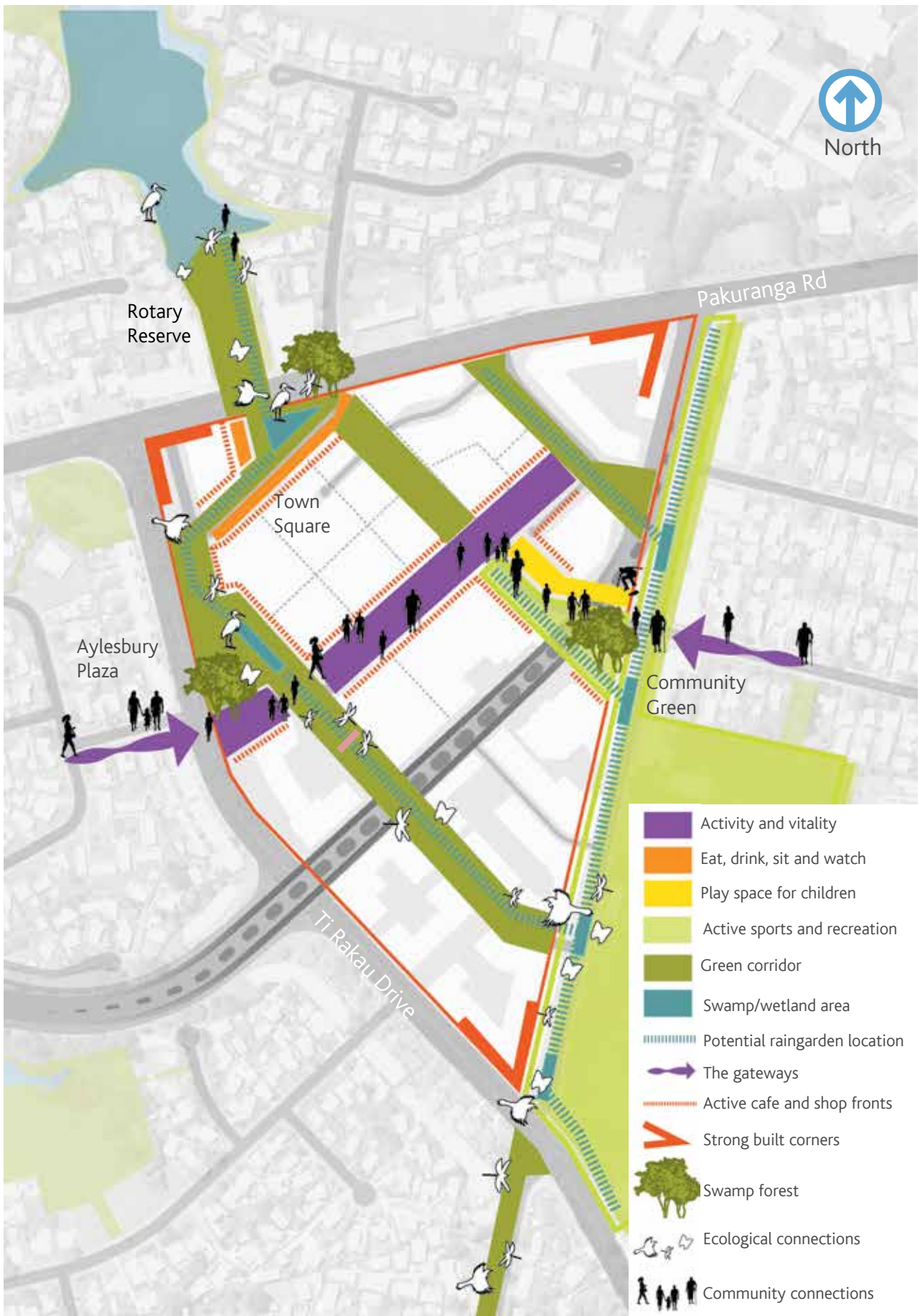
Stormwater from the centre currently flows untreated into the Tamaki Estuary. Mana whenua's aspirations have guided and shaped the approach to landscaping and species selection, which encourages the use of native trees, grasses and shrubs that support local biodiversity and improve water quality in the Tamaki Estuary. Water sensitive design approaches should be incorporated into the design of buildings, car parks, streets and other public spaces to promote better stormwater outcomes.

Community consultation has also emphasised the use of flowering plant species that attract bees, recognising the important ecological role they serve as plant pollinators.

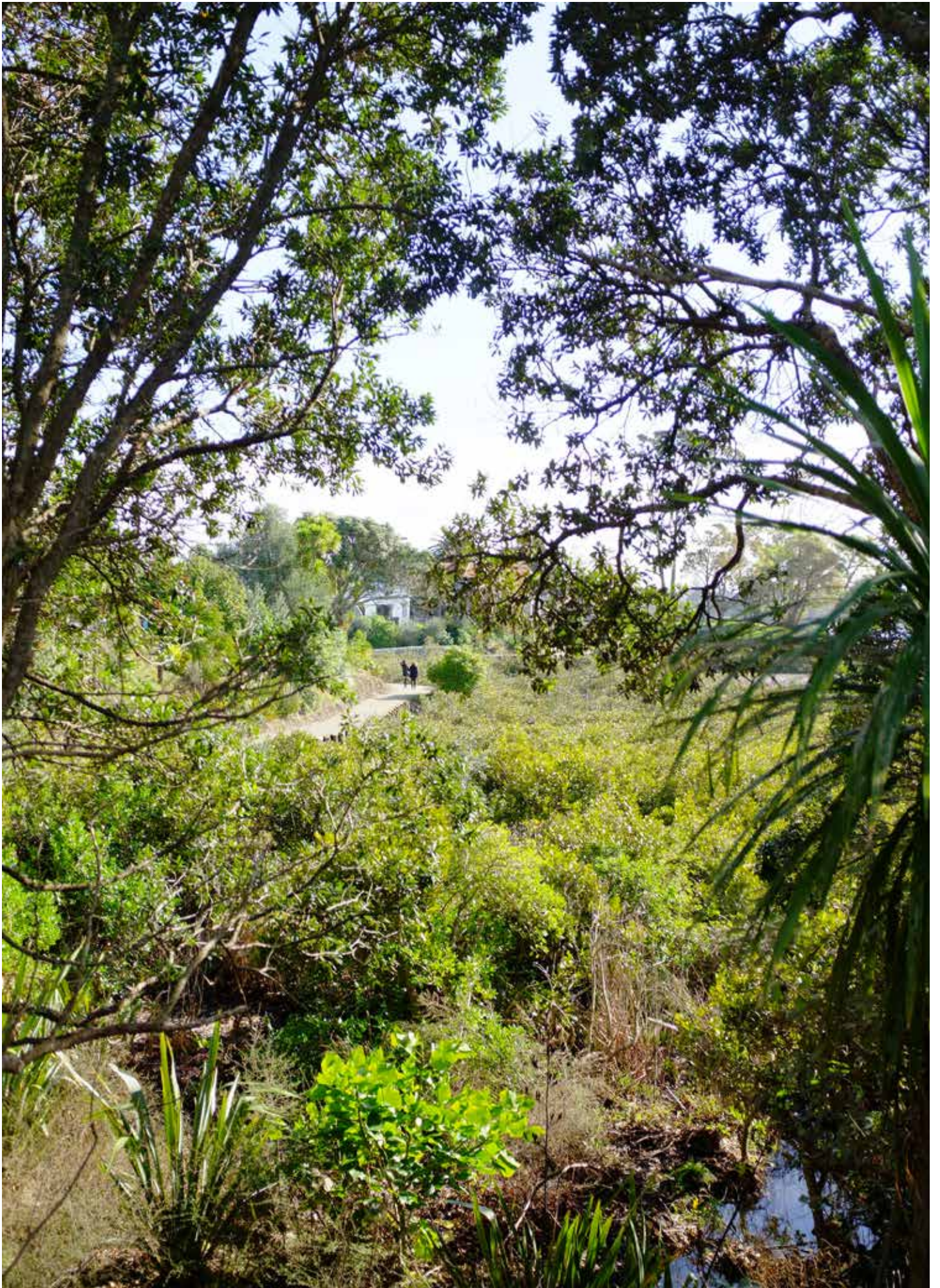
The proposed landscape concept shown on the opposite page celebrates Pakuranga's coastal aspect, lifts the swamp up to the surface and creates green spaces to play and relax in the shade.

GUIDANCE ON BEST PRACTICE WATER SENSITIVE URBAN DESIGN FOR STORMWATER IS PROVIDED IN AUCKLAND COUNCIL'S PUBLICATION GDO4.

POTENTIAL LANDSCAPE CONCEPT

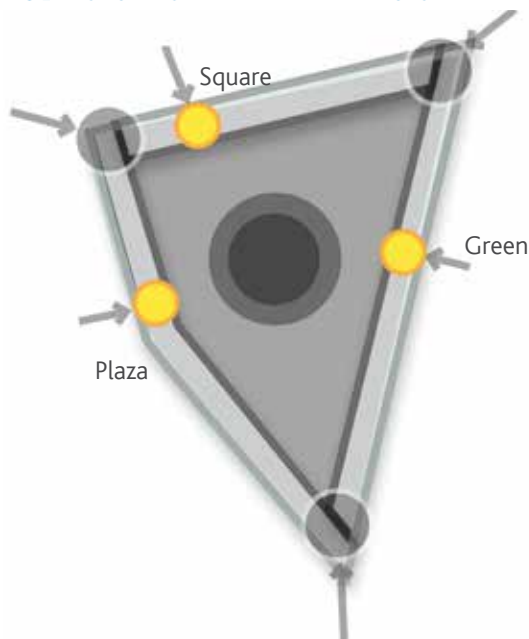


- Activity and vitality
- Eat, drink, sit and watch
- Play space for children
- Active sports and recreation
- Green corridor
- Swamp/wetland area
- Potential raingarden location
- The gateways
- Active cafe and shop fronts
- Strong built corners
- Swamp forest
- Ecological connections
- Community connections



Rotary Walkway

PUBLIC SPACE DETAILED DESIGN



Town Square

The masterplan proposes a town square along the entertainment edge of the centre, adjacent to the Rotary Walkway. This square would facilitate movement between the Rotary Reserve, the entrance to the Plaza and any future corner development, and would be an excellent opportunity to introduce new planting and paved areas.

This town square will be the main square in the centre in the future, with spots to relax in the shade of mature trees, or sit in the sun on benches and enjoy being in the centre. The community could use these spaces as gathering places, to celebrate, host events and enjoy fairs and markets. The square should also provide vantage points for people sitting in cafés and restaurants to look out on the square both during the day and in the evening. At night time, low-level lighting should be used to navigate people through the square, with brighter lights spilling out from restaurants into the edges.

The square should be planted with a variety of plant species, and colourful plants used to add texture and interest. Raingardens would break the uniformity of paving, provide a sense of a swamp environment and become an excellent habitat for indigenous plant and tree species. Stormwater could be channelled into the raingardens to provide a water source for the plants, and would be a way of capturing and treating run-off. Mature trees planted in tree pits would also capture, harness and treat stormwater. Interpretative signage could be used to explain the purpose of these garden beds and tree pits, and incorporate cultural stories about Pakuranga.

The square could also incorporate a play space for children that includes water. Children could slip through colourful artificial reeds and splash in fountains that intermittently bubble up. This interactive design would help to bring the 'swamp' to the surface and help people to appreciate the story of Pakuranga's past.

Open space adjoining Aylesbury Street

A small corner shop on the west side of this open space could be a place where people can buy a coffee and a newspaper, and sit and relax while they wait for their bus. This could also be a good spot for public toilets. There could be some cycle parking and street level car parking incorporated into this space, as well as careful landscaping that includes tree pits and mature trees.

Community Green

The community green is envisaged as a more informal green space. Along with the realignment of the Reeves Road and Aylesbury Street intersection, the community green would contribute to making this an open, community-friendly area that better connects the library, arts centre and community hall, and integrates them into the centre. The community green could have a rolling, green lawn peppered with art sculptures that could create a unique entrance for Te Tuhi Arts Centre. Existing mature trees should be retained to provide shaded spots to sit and relax.

The area under the proposed flyover will become shaded. Artificial lighting could be used to bring this corner of the centre to life and lead people to the library, shops and restaurants.

A youth activity space, such as a skate park could be a good use for this area. The masterplan also suggests that the area opposite the library has the potential to become a children's playground. These spaces should be designed to be flexible community spaces, which cater for different uses and forms of expression, from arts performances to movies or exhibitions. (refer to Landscape Concept on Page 27).



Concept drawing of town square showing one approach to the design



Concept drawing of proposed open space adjacent to Aylesbury Street: Ti Rakau Drive to the right and Cortina Street in the distance



Concept drawing of community green with a new unique entrance to Te Tuhi Arts Centre and proposed flyover

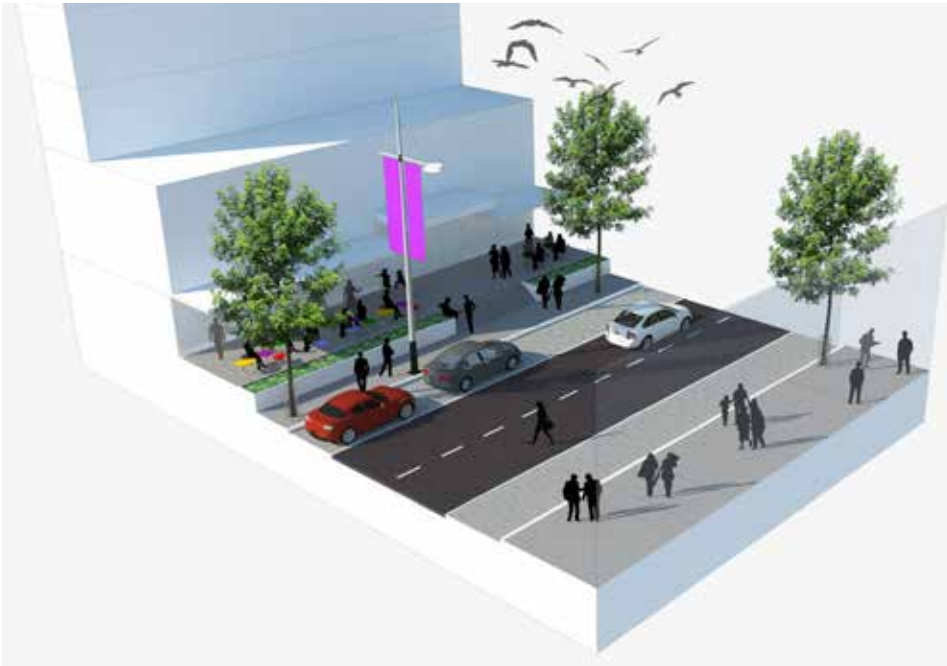


Concept view of community green looking from William Roberts Road

STREET LAYOUT CONCEPTS

Aylesbury Street

Due to the narrowness of Aylesbury Street, there are limited options for additional planting or green landscaping. Existing street trees should be retained and landscaping detail could be achieved through paving design. Paving could be used to tell the story about the swamp that originally lay on the site of the centre, and old rivers that have been forgotten.



Cortina Street

The concept for Cortina Street is an attractive street lined with tree pits and rain gardens that capture, hold and treat stormwater. Leafy, mature trees and pockets of tussock grasses would soften the streetscape while benches around the tree pits would provide opportunities for people to sit and relax.



William Roberts Road and Ti Rakau Park edge

Ti Rakau Park will be an active space that links to William Roberts Road. It is recommended that mature trees be retained around the edges of the park and that legible, safe pedestrian and cycle links to be created across and along William Roberts Road.



Reeves Road

The area under the proposed flyover could be made attractive by way of lighting and design details underneath the structure itself and on its pillars. This could turn an otherwise 'left over', underused space into an interesting place that people value and feel safe in as they move through at different times of the day. The proposed flyover could be fringed by tall trees to soften its impact.



REVITALISING THE CENTRE

The 30 year vision of this masterplan seeks to transform the centre into a thriving destination where people choose to live, work and play. The existing centre needs to be revitalised to include a greater variety of activities and land uses that attract visitors and local residents. In addition, quality urban design treatments along its edges and streets are encouraged to create attractive and exciting public spaces. Some of the tools which could be used to create a vibrant and thriving centre are outlined in this chapter.

PAKURANGA TODAY

The centre is currently dominated by a single level retail mall, with some mainstreet style shopping along Aylesbury Street. It is largely surrounded by a ring of at-grade carparking. The Plaza is valued as a convenient local shopping centre by locals but access is difficult across the busy arterial roads (Pakuranga and Ti Rakau), particularly for cyclists and pedestrians.

There are a number of important community facilities located a short distance from the retail core but with poor pedestrian and cycle connections. These facilities are highly valued by the community and could contribute significantly to the creation of an inclusive and vibrant centre.

Ti Rakau Park

Ti Rakau Park is the largest open space adjacent to the centre. This sporting ground is home to the Pakuranga Rugby League Club and is well used by the community.

Auckland Alheimers Centre

The centre provides a range of services for people diagnosed with dementia.

Night Market

The Pakuranga Night Market is the longest running and largest of the Auckland Night Market series. Every Saturday night, 150 different stalls offering specialty foods and goods set up shop in the Warehouse carpark under the Warehouse. Visitors flock in their hundreds to enjoy the food and atmosphere.

Pakuranga Library

Pakuranga Library is one of the 55 community libraries in the Auckland region. The library is a purpose-built building, conveniently located next to the Pakuranga Plaza. The library is well used by the local community, with over 341,000 people visiting annually. It has a collection of 58,000 items and provides a range of services to a diverse range of ethnicities, age groups and working backgrounds.

Pakuranga Leisure Centre

The Pakuranga Leisure Centre is a popular meeting place for people of all ages and provides a range of social recreation including group fitness classes and social sport leagues. The Leisure Centre can also be used as a venue for private functions.

Te Tuhi Arts Centre

Te Tuhi Arts Centre is a nationally significant contemporary art gallery presenting exhibitions and projects by New Zealand and international artists. It is also an important community facility, with space available for a wide variety of community groups to hire for their own use.

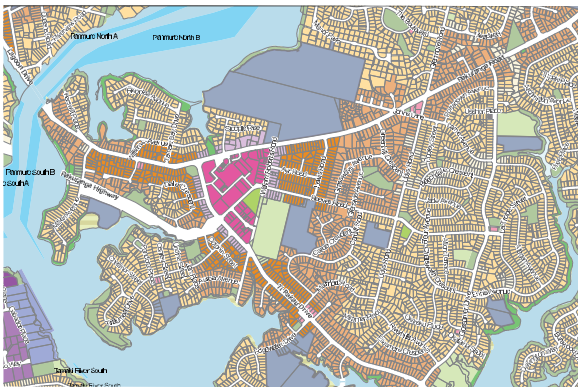


Te Tuhi Arts Centre

SUPPORTING CHANGE

Proposed land use zoning

The zoning proposed in the PAUP enables the mix of activities and uses within the existing centre to expand. Residential apartments could be developed (with a 12 storey permitted height), a mix of retail and commercial activities could locate at lower levels. Development of this nature would allow people to live, work and play in the centre in line with the vision of the masterplan. The PAUP zoning also provides for mixed use development around the centre and some terraced houses and apartment buildings along the AMETI corridor (Pakuranga and Ti Rakau Roads).



The Proposed Auckland Unitary Plan Zoning

AMETI

AMETI will act as a catalyst for change in the centre. It will not only bring a dedicated busway to the centre, but also divert traffic from the intersection of Pakuranga Road and Ti Rakau Drive and allow changes to the road layout in and around the centre (refer to Connecting the Centre).

With change comes some challenges for revitalising the centre, and the masterplan recommends that careful design consideration be given to the following elements:

- Safe connections between the Leisure Centre, Te Tuhi Arts Centre, the Rugby League Club and the Alzheimer's Centre who all value their existing 'cul-de-sac' environment
- Design and landscaping around the flyover and foundations
- Safe, attractive and signalised pedestrian crossings over Ti Rakau and Pakuranga Roads
- The masterplan recommends that every effort is made to deliver AMETI related projects around pedestrian and cycle movements as early as possible as these are necessary to enhance the centre.

The future of libraries

Council's Te Kauroa – Future Directions 2013-2023 document outlines the current state of the city's libraries, the anticipated changes in the use and role of library facilities and how Auckland Libraries propose to respond to those changes. The document takes account of the digital revolution that is affecting how people live their lives, relax, interact and do business, and identifies six areas of focus and the directions and priorities needed to achieve desired outcomes. Pakuranga Library will evolve in line with Te Kauroa over the next 30 years.

Parks and Open Spaces Strategic Action Plan

Council's Parks and Open Spaces Strategic Action Plan 2013 sets out what needs to happen to Auckland's parks and open space network over the next 10 years in order to implement the aims of the Auckland Plan. One of the key actions is to work collaboratively with all organisations and communities. The actions of treasuring, connecting, enjoying and utilising our parks and open spaces are core to the Plan.



Ti Rakau Park

Auckland Design Manual - lifting the bar

The Auckland Design Manual (ADM) is a comprehensive design guide that can assist at all stages of design and with all types of development, from residential units to public civic spaces and commercial buildings. Any development within the centre should not only take into account the principles of this masterplan but also look to the relevant sections of the ADM for design guidance including:

- Design of parks and open spaces – key objectives are to 'treasure, connect, enjoy and utilise'
- Te Aranga Design Principles – developing Iwi cultural landscapes
- Apartments and terraced housing – design guidance on site design, placing of the building, context, outdoor spaces, building height and massing
- Design guidance on commercial buildings, mixed use and retail (to be launched late 2015).



Rouse Hill Town Centre, Sydney - Example of high quality retail mainstreet with apartments above. (Photo supplied by Auckland Design Manual)

Design of the flyover

The masterplan recognises that the flyover will enable improvements to Pakuranga Road and provide the opportunity to create new connections and gateways to the centre as large amounts of traffic will be diverted. However, the flyover creates challenges to urban design and the layout of the centre. The masterplan recommends that careful design consideration is given to the form and design of the structure, and where possible, opportunities taken to soften its profile.

The need for a considered design response is particularly true of the space beneath the flyover. As traffic should be reduced along Reeves Road, and a weather protected area will be created, it could be used for events like the Pakuranga Night Market (see comments below) or for temporary and permanent public art installations. Lighting will be a key element for activating the space and key linkages from the centre to the hub of community facilities should be focal points within it.

Building on the success of the Night Market

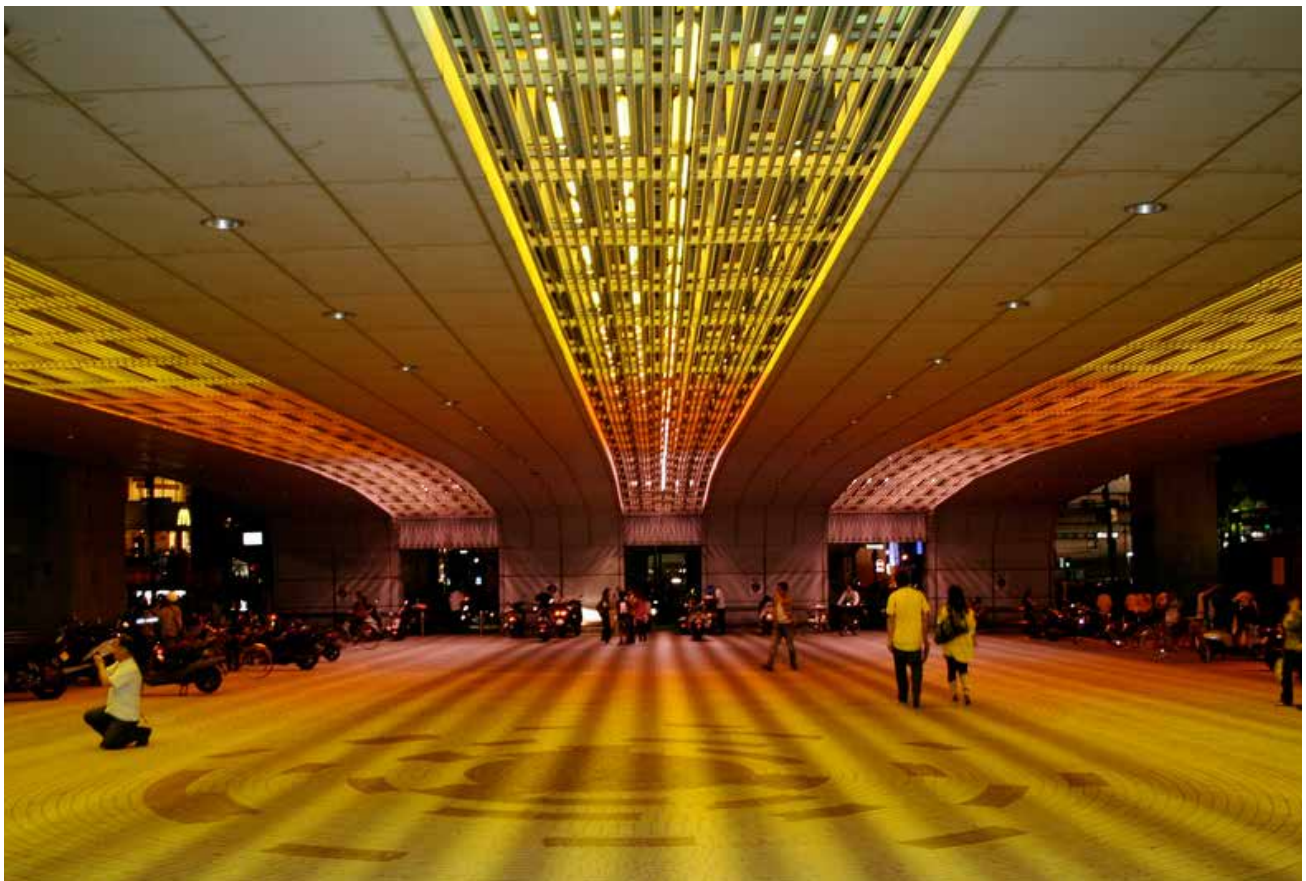
The Pakuranga Night Market is a prime example of what a successful evening economy can do for the centre. Using the centre during the evening as well as the day maximises the investment made in the Town centre and increases the useful life of its buildings and structures. In the future, a portion of Reeves Road under the proposed flyover could be closed to vehicle traffic and be used for the night market, which is highly valued by the local and wider community. In addition to using the new public squares, community groups could also use this weather protected space for performances and events.

Quick wins

In the interim, before larger-scale investment is delivered into the centre, there is an opportunity to deliver some 'quick wins'. These could be as simple as, in collaboration with the current owners of the Pakuranga Plaza, creating a 'pop up' town square on a sunny summer weekend with some artificial grass, some deck chairs, some shade and a few food trucks from the Night Market. Feedback on the look and feel of the square could be captured over the course of the event and help to shape the design approach to a more permanent solution. A similar approach could be taken to enhancing pedestrian and cycling routes through the centre by marking out temporary lanes. Each of these ideas/concepts would need to be delivered in collaboration with key stakeholders and have appropriate permissions.



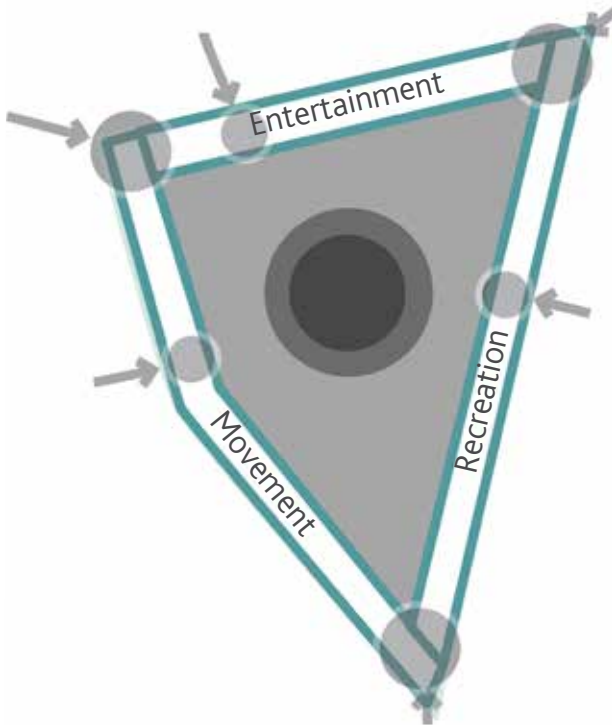
Skate park under flyover concept



Lighting ideas for under a flyover

PAKURANGA TOMORROW

Over the previous Building, Connecting and Greening chapters, the recommended design approach to the centre has been discussed. This will promote activation of the edges of the centre – the movement edge, the entertainment edge and the recreation edge. These edges will be supported by strong corners – the landmark, iconic and feature corners and clear gateways. In order to revitalise the streets throughout the centre, their various functions and roles need to be recognised, supported and strengthened.



In 30 years' time the vision is for the nature of these edges to transform into:

A vibrant movement edge that create a nexus for pedestrian, cycle, bus and vehicle movements. People will be drawn through a gateway on Ti Rakau Road along a thriving Aylesbury Street to shop, dine and live in the residential apartments above.



A lively entertainment edge that will draw people from the Rotary Walkway into have a coffee and relax in the town square,. This is a spot for buskers and live performers to entertain crowds and a great place at night as the sun goes down to have a meal and catch up with friends and family.



An energetic recreation edge – where people will travel safely along legible and attractive pedestrian and cycle paths to play formal and informal sports, exercise with family and friends, walk their dog and relax in the green open space.



POTENTIAL STREET HIERARCHY AND MARKET ATTRACTORS



EXISTING LANDFORM



POTENTIAL FUTURE VISION FOR PAKURANGA



OUTCOMES

BUILDING

1. People will live in the centre and residents and visitors will enjoy a greater mix of activities
2. The built-form will emphasise the strong corners, entrances and edges of the centre's 'triangle'
3. Taller buildings will be located in the centre of the triangle to minimise shading and maximise views
4. Redevelopment of the centre will be a catalyst for change in the surrounding area

CONNECTING

1. The centre will be a well-connected destination for all modes of transport
2. Within the centre there will be a coherent network of attractive, connecting spaces
3. The centre will have strong links to the coast with a dedicated pedestrian crossing over Pakuranga Road
4. Car parking will be located within new developments, freeing up land for other uses
5. Widened footpaths, shared spaces and cycle lanes will make it easier to cycle and walk in and around the centre

GREENING

1. People will have the use of three distinct public open spaces, connected by strong green links
2. Public spaces and streets will have water-sensitive landscaping to treat stormwater
3. Indigenous plants will be used to improve biodiversity

REVITALISING

1. The centre will have a high level of amenity, attracting people to live and visit
2. The centre will have a vibrant daytime and night time economy
3. The new bus interchange will increase the number of people coming to the centre
4. The three edges of the triangle will have their own unique attractions
5. Built-for-purpose community facilities will support people living in the centre and surrounding communities

ACTION PLAN

The preparation of the masterplan is only the first step towards achieving the 30 year vision for the centre. The plan below sets out actions to achieve the vision, and identifies some 'quick wins'. The timeframes for these actions are as follows:

- quick wins: actions that can take place immediately and/or are already underway
- short term 0-6 years: 2015-2021, to align with funding rounds for LTP and HLB Plan
- medium term 6-10 years: 2021-2024
- long term 10+ years: 2024-2044.

Relationships with key stakeholders:

In order to achieve the actions listed in the action plan, it is vital that Auckland Council and the Howick Local Board continue to build and maintain relationships with key stakeholders including, but not limited to:

- Auckland Transport – particularly through AMETI
- Community organisations – Pakuranga Library, Te Tuhi Centre for the Arts, Pakuranga Leisure Centre, Pakuranga Rugby League Club, Pakuranga Medical Centre, Pakuranga Rotary Club, Pakuranga Night Market
- Owner and developer of the Pakuranga Plaza
- Mana whenua
- The people of Pakuranga

ACTION	FUNDING	PARTNERS	TIMEFRAME	AMETI DEPENDANT
Use the masterplan to attract private investment and encourage the revitalisation of the centre	-	AC to lead	Quick win	N
Use the masterplan's vision, principles and design ideas to influence AMETI	-	AC to lead	Quick win	Y
Explore opportunities to allow for events (including the Pakuranga Night Market) to be hosted in key public spaces e.g. under proposed flyover, car parks, squares public	Unfunded	Pakuranga Night Market, CT, PS	Short	Y
Deliver new signage in the centre to link landmarks such as Rotary Reserve, Te Tuhi Regional Arts Facility, Pakuranga Library, Howick Local Board and shopping areas	Unfunded	HLB, AC, AMETI, PS, MW	Short term – strategy Short/Medium term - delivery	Y
Deliver the Iconic Corner development	Unfunded	AMETI, AC, ACPL, PS	Short – Medium	Y
Deliver green links through the centre that incorporate water sensitive design	Unfunded	HLB, Rotary, AC, MW	Short – Medium	N
Pursue opportunities for residential development within the centre, beginning with a feasibility study	Unfunded	AC, AT and PS	Medium	N
Extend the Rotary Walkway south of Panmure and Waipuna Bridges	Unfunded	AC, HLB, Rotary,	Medium	N

Abbreviations: Howick Local Board (HLB), AC (Auckland Council), AT (Auckland Transport), AMETI (Auckland Manukau Eastern Transport Initiative), ACPL (Auckland Council Properties Limited), PS (Private Sector), Crime Prevention through Environmental Design (CPTED), Water Sensitive Urban Design (WSUD), MW (Mana Whenua)

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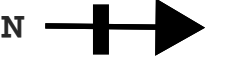
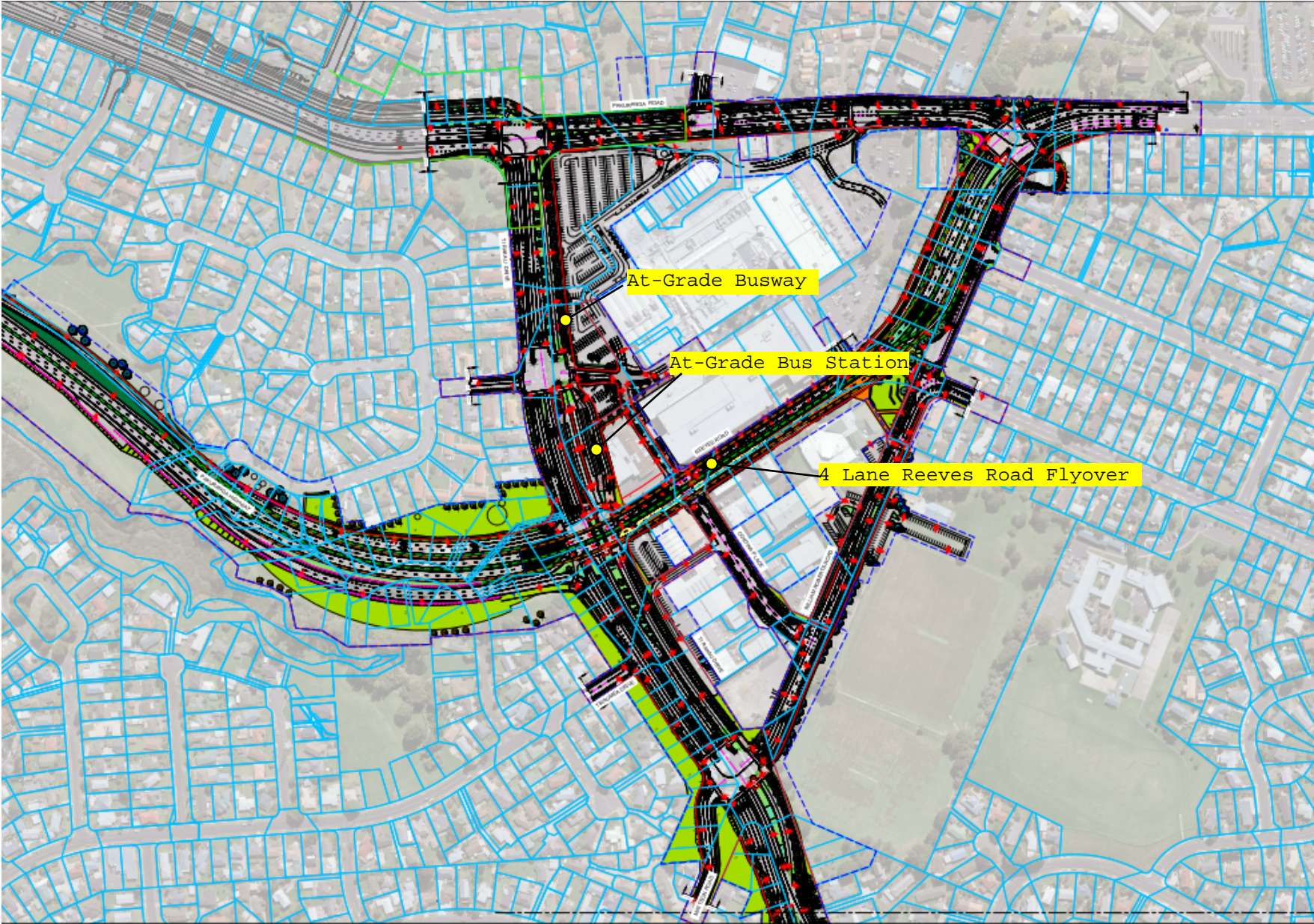
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Attachment 5 – Reeves Road Flyover Option Drawings

Option 0

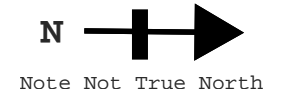
Specimen Design



Note Not True North

Option 1

Bus Station
southern Side
Ti Rakau Drive



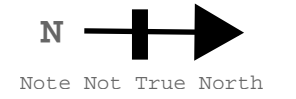
Option 2

Bus Station at
north eastern
side of town
centre



Option 3


Bus Station
under Reeves
Road Flyover



Option 4

Bus Station
west of 26 Ti
Rakau Drive



N 
Note Not True North

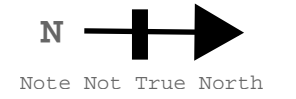
Option 5

Bus Station east of
Aylesbury Street



Option 6

Bus Station
corner of Reeves
Road and Cortina
Place



Option 7


Bus Station
elevated west of
26 Ti Rakau
Drive



Option 8

Reeves Road Cut
and Cover Tunnel
under Ti Rakau
Drive



N 
Note Not True North

Option 9

2 Lane Reeves
Road Flyover



Option 10


2 Lane Reeves Road
AT-Grade



Option 11

Bus Station
elevated 26 Ti
Rakau Drive
4 Lane Reeves Road
At-Grade




N 
Note Not True North

Option 12

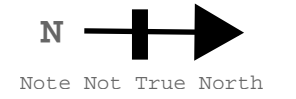
Bus Station at 26
Ti Rakau Drive
At-Grade with
4 Lane Reeves
Road At-Grade



N 
Note Not True North

Option 13

Cycle Facilities
through Cortina
Place



Option 14

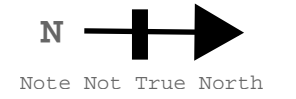
Millen Diversion



Note Not True North

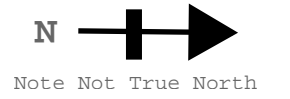
Option 15

Straighten Reeves
Road Flyover +
60k/hr Design
Speed



Option 16


Reeves Road
Flyover + Steel
Structure



Option 17

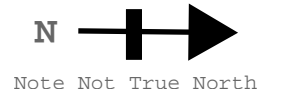
Eliminate cycle facilities on William Roberts Extension



N 
Note Not True North

Option 18

Dedicated Freight Lanes on Ti Rakau Drive



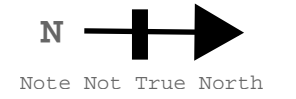
Option 19

Shift Busway and
Bus Station
alignment South

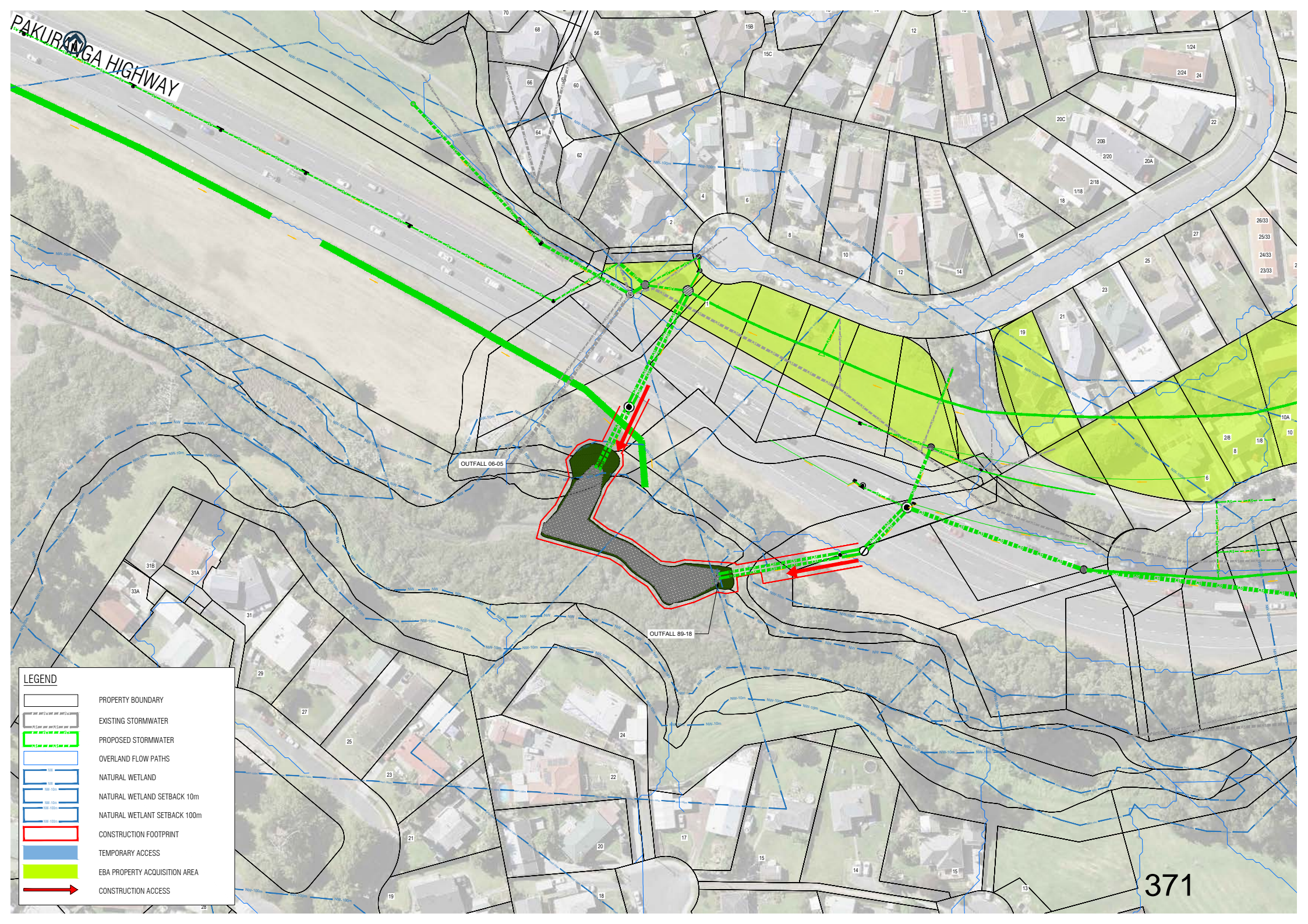


Option 20

Specimen Design
with Eel Bus
Station



Attachment 6 – Updated Drawing Set














PAKURANGA HIGHWAY

OUTFALL 06-05

OUTFALL 89-18

371

LEGEND

-  PROPERTY BOUNDARY
-  EXISTING STORMWATER
-  PROPOSED STORMWATER
-  OVERLAND FLOW PATHS
-  NATURAL WETLAND
-  NATURAL WETLAND SETBACK 10m
-  NATURAL WETLAND SETBACK 100m
-  CONSTRUCTION FOOTPRINT
-  TEMPORARY ACCESS
-  EBA PROPERTY ACQUISITION AREA
-  CONSTRUCTION ACCESS

Attachment 7 – Landscape Plan for William Roberts Road Extension



KEY:

-  PROPOSED BIG TREE (160L)
-  PROPOSED SMALL TREE (45L)
-  PROPOSED SWALE/BUFFER ZONE

POTENTIAL
FUTURE
PLAYGROUND
LOCATION

NOTES

- DO NOT SCALE OFF THESE DRAWINGS.
- ALL DIMENSIONS AND DISTANCES ARE IN METRES UNLESS STATED OTHERWISE.
- REFER TO DRAWING EB-2-D-2-RD-DG-300004 FOR GENERAL LEGEND AND EB-2-D-2-RD-DG-300005 FOR GENERAL NOTES.

NOT TO BE ISSUED
DRAWING CURRENTLY IN PROGRESS

REV	DATE	DRAWN	REVISION DESCRIPTION

This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the Alliance quality assurance system to ISO 9001. Printed copies of this document are UNCONTROLLED. Do not scale from this drawing.

Designed	C. Bentley	Checked	C. Bentley
Drawn	P. Motupalli	Checked	
Approved			
Date	11.02.22		Approver Signature

Scale Bar



AUCKLAND MANUKAU EASTERN TRANSPORT INITIATIVE
EASTERN BUSWAY ALLIANCE
(PAKURANGA TO BOTANY)

PACKAGE No. 2UD-00

FOR INFORMATION

Drawing Status	
Horizontal Datum	NZGD 2000 MOUNT EDEN CIRCUIT
Vertical Datum	2016 NEW ZEALAND
A1 SCALE	1:500
A3 SCALE	1:1000

NOT FOR CONSTRUCTION

Drawing Package	WILLIAM ROBERTS ROAD
Drawing Title	WRR (SOUTH) / CORTINA PL TI RAKAU PARK INDICATIVE MITIGATION PLAN
Drawing Number	EB-2-D-2-UD-SK-000001
Revision	A

Plot By: PRINCETONMM (21/11/2022 3:22:47 pm)
 Filename: EB-2-D-2-UD-SK-000002.DWG
 ORIGINAL SIZE A1
 ORIGINAL IN COLOUR

Attachment 8 - Updated Noise Result Tables

Address	Section	Existing	DoNothing	DoMin	Mitigation 4
106 Pakuranga Road	EB2	69	69	68	69
94 Pakuranga Road	EB2	68	68	68	67
100 Pakuranga Road	EB2	68	68	68	67
23b Dale Crescent	EB2	57	59	68	61
1-2/92 Pakuranga Road	EB2	67	68	67	67
100 Pakuranga Road	EB2	67	68	67	67
116b Pakuranga Road	EB2	67	68	67	67
1-2/90 Pakuranga Road	EB2	67	67	66	66
1-2/104 Pakuranga Road	EB2	66	66	66	65
183 Pakuranga Road	EB2	67	68	66	65
1-2/5 Ti Rakau Drive	EB2	68	68	66	66
1-2/13 Ti Rakau Drive	EB2	68	68	66	65
84 Ti Rakau Drive	EB2	67	67	66	65
1/19,19 Ti Rakau Drive	EB2	68	68	65	64
3 Ti Rakau Drive	EB2	67	67	65	65
1-2/7 Ti Rakau Drive	EB2	67	67	65	65
62 Dale Crescent	EB2	67	68	65	62
21 Dale Crescent	EB2	55	57	65	63
1/11,11 Ti Rakau Drive	EB2	67	67	65	65
1-2/17 Ti Rakau Drive	EB2	68	68	65	65
1/9,9 Ti Rakau Drive	EB2	67	67	65	65
2/23 Ti Rakau Drive	EB2	68	67	65	65
1/15,15 Ti Rakau Drive	EB2	67	67	65	65
2 Dale Crescent	EB2	66	67	65	60
64 Dale Crescent	EB2	67	68	64	64
5a Tiraumea Drive	EB2	56	56	64	64
21 Ti Rakau Drive	EB2	66	66	64	64
4 Tiraumea Drive	EB2	57	59	64	64
5 Tiraumea Drive	EB2	56	58	63	64
2/32 Latham Avenue	EB2	64	65	63	63
1-2/30 Latham Avenue	EB2	65	65	63	63
1-6/40 Latham Avenue	EB2	63	64	63	63
1/10 Dolphin Street	EB2	52	52	62	63
1/9 Bolina Crescent	EB2	62	63	62	63
140s Pakuranga Road	EB2	65	65	62	61
1/4 William Roberts Road	EB2	59	63	62	63
66 Dale Crescent	EB2	64	65	62	62
1-3/46 Latham Avenue	EB2	63	63	62	62
8 Dale Crescent	EB2	62	64	62	60
8 Dolphin Street	EB2	53	52	62	62
81a Dale Crescent	EB2	64	65	61	61
9a,9b Mattson Road	EB2	57	59	61	61
6,1/6 Mattson Road	EB2	56	58	61	61
10a Dale Crescent	EB2	60	62	61	61
12 Dale Crescent	EB2	59	62	61	61
7 Bolina Crescent	EB2	64	64	61	61

3/183 Pakuranga Road	EB2	55	56	61	59
68 Dale Crescent	EB2	62	63	60	60
81b Dale Crescent	EB2	62	64	60	60
14 Dale Crescent	EB2	59	61	60	60
1-3/189 Pakuranga Road	EB2	63	63	60	60
1/23 Ti Rakau Drive	EB2	60	60	60	60
2/10 Dolphin Street	EB2	52	52	60	61
1-3/48 Latham Avenue	EB2	62	62	60	60
14a Dolphin Street	EB2	52	52	60	61
33 Dale Crescent	EB2	53	53	60	60
6 Dale Crescent	EB2	60	62	60	59
6 William Roberts Road	EB2	57	61	60	60
4 Dale Crescent	EB2	60	62	60	59
26a Latham Avenue	EB2	61	62	60	57
33 Dale Crescent	EB2	53	53	60	60
33 Dale Crescent	EB2	54	54	60	60
50 Latham Avenue	EB2	61	61	60	60
2/9 Bolina Crescent	EB2	61	62	60	59
124 Pakuranga Road	EB2	59	59	59	60
33 Dale Crescent	EB2	52	53	59	59
24 William Roberts Road	EB2	55	57	59	59
24 Osprey Street	EB2	60	62	59	59
1/32 Latham Avenue	EB2	59	61	59	59
140s Pakuranga Road	EB2	61	62	59	59
20 Latham Avenue	EB2	60	61	59	58
2/4 William Roberts Road	EB2	51	54	59	60
114a Pakuranga Road	EB2	58	59	59	55
31b Pandora Place	EB2	58	61	59	59
16 Dale Crescent	EB2	56	58	59	59
9 Mattson Road	EB2	54	54	58	55
14b Dolphin Street	EB2	51	51	58	59
108 Pakuranga Road	EB2	57	59	58	59
31 Pandora Place	EB2	58	60	58	59
30 Millen Avenue	EB2	58	60	58	59
70 Dale Crescent	EB2	60	61	58	58
191 Pakuranga Road	EB2	61	62	58	59
14 Undine Street	EB2	59	61	58	58
3-4/104 Pakuranga Road	EB2	58	59	58	57
1/8 William Roberts Road	EB2	55	59	58	59
20a Latham Avenue	EB2	59	61	58	57
17 Osprey Street	EB2	59	61	58	58
10,2/10 William Roberts Road	EB2	60	64	58	58
7 Tiraumea Drive	EB2	54	56	58	58
24r William Roberts Road	EB2	53	55	58	58
6 Tiraumea Drive	EB2	54	56	58	59
15 Osprey Street	EB2	59	61	58	58
13 Dowling Place	EB2	59	59	58	56

27 Dale Crescent	EB2	52	54	58	58
25 Dale Crescent	EB2	52	54	57	58
24 Latham Avenue	EB2	58	60	57	58
6a Ayr Road	EB2	52	53	57	57
15 Reeves Road	EB2	57	59	57	57
12,12a William Roberts Road	EB2	63	67	57	57
1-3/36 Latham Avenue	EB2	58	59	57	57
1-3/34 Latham Avenue	EB2	58	59	57	57
1a Ayr Road	EB2	54	55	57	53
33 Dale Crescent	EB2	53	53	57	58
9a Undine Street	EB2	59	60	57	56
60 Dale Crescent	EB2	58	59	57	52
23a Dale Crescent	EB2	54	56	57	56
105 Pakuranga Road	EB2	57	58	57	57
13a Tiraumea Drive	EB2	57	57	57	53
9 Undine Street	EB2	59	60	57	55
1-3/38 Latham Avenue	EB2	57	58	57	57
18a William Roberts Road	EB2	64	67	57	55
6 Bolina Crescent	EB2	58	59	57	57
8 Tiraumea Drive	EB2	53	55	56	57
30 Millen Avenue	EB2	57	58	56	57
7a Mattson Road	EB2	51	51	56	56
86 Ti Rakau Drive	EB2	57	57	56	57
118 Pakuranga Road	EB2	57	58	56	57
1-2/18 Dale Crescent	EB2	53	55	56	56
15c Anthony Place	EB2	57	58	56	52
193a Pakuranga Road	EB2	57	57	56	53
1/14 William Roberts Road	EB2	62	66	56	56
4/183 Pakuranga Road	EB2	53	54	56	54
30 Millen Avenue	EB2	57	58	56	56
1-2/11 Dowling Place	EB2	58	58	56	56
34b Millen Avenue	EB2	57	58	56	51
1-2/3 Palm Avenue	EB2	57	57	56	57
55 Dale Crescent	EB2	56	57	56	54
4a Paul Place	EB2	56	58	56	56
26 Latham Avenue	EB2	57	58	56	56
E/104 Pakuranga Road	EB2	55	56	55	54
6 Kentigern Close	EB2	54	56	55	56
2/12 Millen Avenue	EB2	56	57	55	55
1/52 Latham Avenue	EB2	56	56	55	56
2/5 Bolina Crescent	EB2	58	59	55	56
14 Dolphin Street	EB2	51	51	55	56
1-2/5 Dowling Place	EB2	57	57	55	55
6 Ayr Road	EB2	51	52	55	56
103 Pakuranga Road	EB2	56	56	55	55
1 Ayr Road	EB2	52	54	55	51
4a - 4b Palm Avenue	EB2	56	57	55	56

15 Undine Street	EB2	56	58	55	55
14 Millen Avenue	EB2	56	57	55	55
47c Dale Crescent	EB2	56	56	55	51
9 Tiraumea Drive	EB2	52	53	55	56
7a Undine Street	EB2	56	57	55	54
3/9 Bolina Crescent	EB2	55	56	55	55
140s Pakuranga Road	EB2	56	58	54	55
1-3/8 Paul Place	EB2	55	57	54	54
10 Tiraumea Drive	EB2	52	53	54	55
12 Reeves Road	EB2	54	55	54	52
1-3/44 Latham Avenue	EB2	55	56	54	55
1-26/33 Dale Crescent	EB2	52	53	54	54
1/5 Bolina Crescent	EB2	55	55	54	54
2/21 Latham Avenue	EB2	55	55	54	54
1-2/20 Dale Crescent	EB2	51	52	54	55
191a Pakuranga Road	EB2	51	52	54	52
1-2/15 Dowling Place	EB2	55	56	54	54
9 Dowling Place	EB2	57	56	54	55
1-2/3 Dowling Place	EB2	55	56	54	54
1 Dowling Place	EB2	55	55	54	51
2/17 Tiraumea Drive	EB2	56	57	54	54
19 Dowling Place	EB2	55	55	54	51
114b Pakuranga Road	EB2	53	54	54	51
4a Reeves Road	EB2	51	52	54	51
33 Dale Crescent	EB2	53	53	54	54
3 Bolina Crescent	EB2	55	57	54	54
16 William Roberts Road	EB2	59	62	53	53
116a	EB2	53	53	53	56
4b Bennett Road	EB2	49	50	53	54
4c Bennett Road	EB2	49	50	53	55
20 William Roberts Road	EB2	60	61	53	54
3 Ayr Road	EB2	51	52	53	50
22 Dale Crescent	EB2	51	51	53	55
21 Steeple Rise	EB2	54	55	53	54
2 Ayr Road	EB2	50	51	53	54
7 Dowling Place	EB2	54	54	53	54
11 Tiraumea Drive	EB2	51	52	53	54
5 Palm Avenue	EB2	53	54	53	53
4,4a Dolphin Street	EB2	51	51	53	54
12 Undine Street	EB2	54	56	53	53
4a Bennett Road	EB2	50	50	53	53
23 Reeves Road	EB2	53	53	53	50
4 Bolina Crescent	EB2	55	56	53	53
6 Dolphin Street	EB2	51	51	53	54
12 Tiraumea Drive	EB2	51	52	53	54
16 Dolphin Street	EB2	51	50	53	53
83 Dale Crescent	EB2	54	54	53	53

12 Dolphin Street	EB2	51	50	53	53
4 Ayr Road	EB2	50	50	53	53
17a Reeves Road	EB2	51	51	53	53
3/32 Millen Avenue	EB2	54	54	52	52
2/39 Dale Crescent	EB2	52	53	52	53
1-2/32 Millen Avenue	EB2	54	54	52	52
1/10 Kentigern Close	EB2	52	53	52	53
18 William Roberts Road	EB2	57	58	52	53
2/23 Latham Avenue	EB2	53	54	52	53
112a Pakuranga Road	EB2	51	52	52	53
7b Mattson Road	EB2	49	49	52	53
15 Tiraumea Drive	EB2	54	55	52	53
	110	EB2	51	52	52
81 Dale Crescent	EB2	53	54	52	53
56 Dale Crescent	EB2	54	55	52	51
1/26 Steeple Rise	EB2	53	54	52	52
8 Palm Avenue	EB2	52	53	52	52
30 Millen Avenue	EB2	54	54	52	52
2/8 William Roberts Road	EB2	51	54	52	53
6 Palm Avenue	EB2	53	53	52	52
2/52 Latham Avenue	EB2	53	54	52	55
54 Dale Crescent	EB2	53	53	52	52
23a Millen Avenue	EB2	53	54	52	47
1/12 Millen Avenue	EB2	53	53	52	53
7 Kentigern Close	EB2	50	52	52	52
15b Anthony Place	EB2	53	53	52	52
1/2 Reeves Road	EB2	49	50	52	52
26 Dale Crescent	EB2	51	51	52	53
10 Anthony Place	EB2	50	51	52	52
3/2 Dillimore Avenue	EB2	53	53	51	52
28 Latham Avenue	EB2	52	53	51	52
1-2/17 Dowling Place	EB2	52	52	51	52
3 Dolphin Street	EB2	50	50	51	52
1-2/43 Dale Crescent	EB2	52	52	51	51
17 Reeves Road	EB2	57	58	51	52
7 Dolphin Street	EB2	50	50	51	51
19 Reeves Road	EB2	54	55	51	51
5 Steeple Rise	EB2	50	52	51	51
1/19 Reeves Road	EB2	49	49	51	52
1/15 Steeple Rise	EB2	52	53	51	47
5 Dolphin Street	EB2	50	50	51	52
17 Dolphin Street	EB2	50	50	51	51
12 Kentigern Close	EB2	51	52	51	52
14 Anthony Place	EB2	51	52	51	51
2/14 William Roberts Road	EB2	49	51	51	52
1/6 Bennett Road	EB2	49	50	51	52
112b Pakuranga Road	EB2	51	51	51	51

3/14 William Roberts Road	EB2	49	50	51	51
41 Dale Crescent	EB2	52	51	50	51
7g Mattson Road	EB2	49	49	50	51
45 Dale Crescent	EB2	52	51	50	51
1/25 Millen Avenue	EB2	52	52	50	50
193 Pakuranga Road	EB2	49	50	50	46
2c Bennett Road	EB2	49	50	50	51
13 Tiraumea Drive	EB2	50	50	50	52
29 Millen Avenue	EB2	52	52	50	50
12b William Roberts Road	EB2	49	51	50	51
27 Millen Avenue	EB2	52	52	50	50
2b Bennett Road	EB2	48	49	50	51
30 Millen Avenue	EB2	52	52	50	51
15b Steeple Rise	EB2	49	50	50	51
23 Millen Avenue	EB2	51	52	50	50
10 Dale Crescent	EB2	51	52	50	52
19 Steeple Rise	EB2	52	53	50	50
52 Dale Crescent	EB2	51	51	50	50
15 Dolphin Street	EB2	49	48	50	50
12 Anthony Place	EB2	50	51	50	50
2/2 Dillimore Avenue	EB2	51	51	50	51
7c Mattson Road	EB2	49	48	50	50
23a Reeves Road	EB2	48	48	50	51
21 Reeves Road	EB2	51	53	50	50
7h Mattson Road	EB2	49	48	50	50
7d Mattson Road	EB2	49	48	50	50
15 Anthony Place	EB2	50	51	50	50
9 Kentigern Close	EB2	49	50	49	46
2/26 Steeple Rise	EB2	50	51	49	51
8 Millen Avenue	EB2	50	50	49	50
1/17 Tiraumea Drive	EB2	49	49	49	50
34a Millen Avenue	EB2	50	51	49	51
11 Steeple Rise	EB2	49	49	49	49
6 Reeves Road	EB2	47	48	49	50
9 Steeple Rise	EB2	49	49	49	49
7 Steeple Rise	EB2	48	49	49	49
140s Pakuranga Road	EB2	49	50	49	49
21 Millen Avenue	EB2	50	50	48	49
7f Mattson Road	EB2	48	48	48	50
7e Mattson Road	EB2	48	47	48	49
13 Steeple Rise	EB2	48	48	48	48
34 Millen Avenue	EB2	49	49	48	49
25 Reeves Road	EB2	45	47	47	48
4 Reeves Road	EB2	46	46	47	48
3 Steeple Rise	EB2	47	47	47	47
140s Pakuranga Road	EB2	46	47	44	44

Attachment 9 – Updated Noise Maps



Legend

- Road Centrelines
- ▭ Assessment Area

Mitigation 4

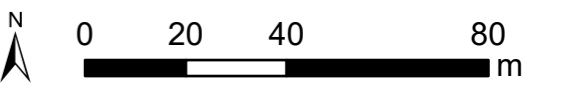
- ▭ 64 dB < LAeq(24h)

Noise Level, dB LAeq

- ▭ 50 dB ≤ LAeq(24h) < 55 dB
- ▭ 55 dB ≤ LAeq(24h) < 60 dB
- ▭ 60 dB ≤ LAeq(24h) < 65 dB
- ▭ 65 dB ≤ LAeq(24h) < 70 dB
- ▭ LAeq(24h) ≥ 70 dB

EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario

Page 1 of 19



Map Creation Date: 19/10/2022
 Author: Shivam Jakhu

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Legend

- Road Centrelines
- Noise Barrier
- ▭ Assessment Area

Mitigation 4

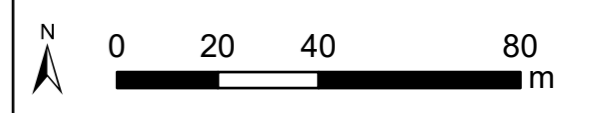
- ▭ 64 dB < LAeq(24h)

Noise Level, dB LAeq

- ▭ 50 dB ≤ LAeq(24h) < 55 dB
- ▭ 55 dB ≤ LAeq(24h) < 60 dB
- ▭ 60 dB ≤ LAeq(24h) < 65 dB
- ▭ 65 dB ≤ LAeq(24h) < 70 dB
- ▭ LAeq(24h) ≥ 70 dB

EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario

Page 2 of 19



Map Creation Date: 19/10/2022
 Author: Shivam Jakhu

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Legend

- Road Centrelines
- Noise Barrier
- Noise Barrier
- ▭ Assessment Area

Mitigation 4

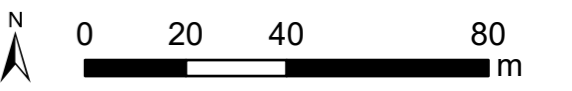
- ▭ 64 dB < LAeq(24h)
- ▭ 64 dB ≤ LAeq(24h) < 67 dB

Noise Level, dB LAeq

- ▭ 50 dB ≤ LAeq(24h) < 55 dB
- ▭ 55 dB ≤ LAeq(24h) < 60 dB
- ▭ 60 dB ≤ LAeq(24h) < 65 dB
- ▭ 65 dB ≤ LAeq(24h) < 70 dB
- ▭ LAeq(24h) ≥ 70 dB

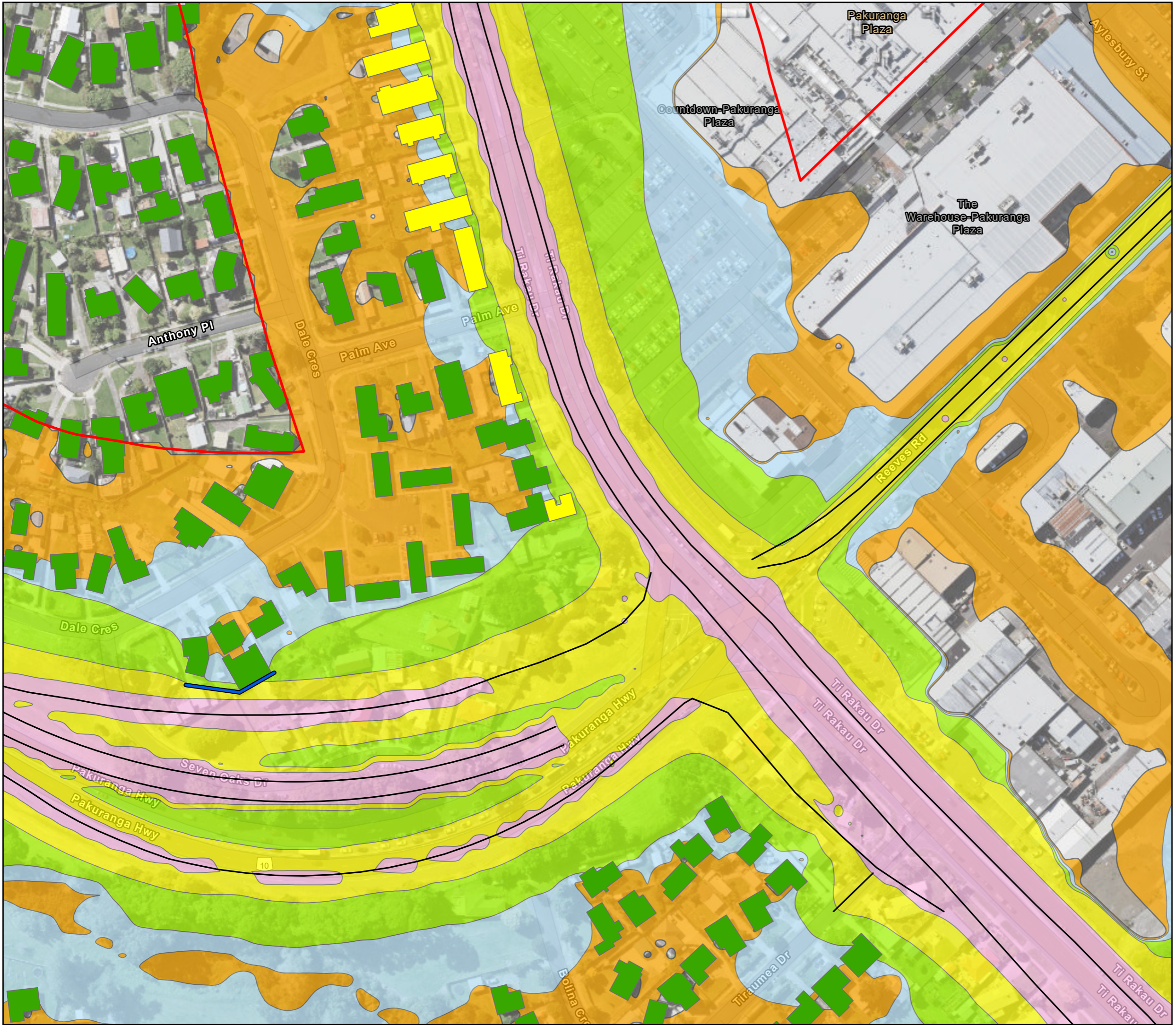
EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario

Page 3 of 19



Map Creation Date: 19/10/2022
 Author: Shivam Jakhu

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Legend

- Road Centrelines
- Noise Barrier
- ▭ Assessment Area

Mitigation 4

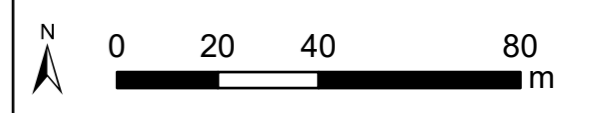
- ▭ 64 dB < LAeq(24h)
- ▭ 64 dB ≤ LAeq(24h) < 67 dB

Noise Level, dB LAeq

- ▭ 50 dB ≤ LAeq(24h) < 55 dB
- ▭ 55 dB ≤ LAeq(24h) < 60 dB
- ▭ 60 dB ≤ LAeq(24h) < 65 dB
- ▭ 65 dB ≤ LAeq(24h) < 70 dB
- ▭ LAeq(24h) ≥ 70 dB

EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario

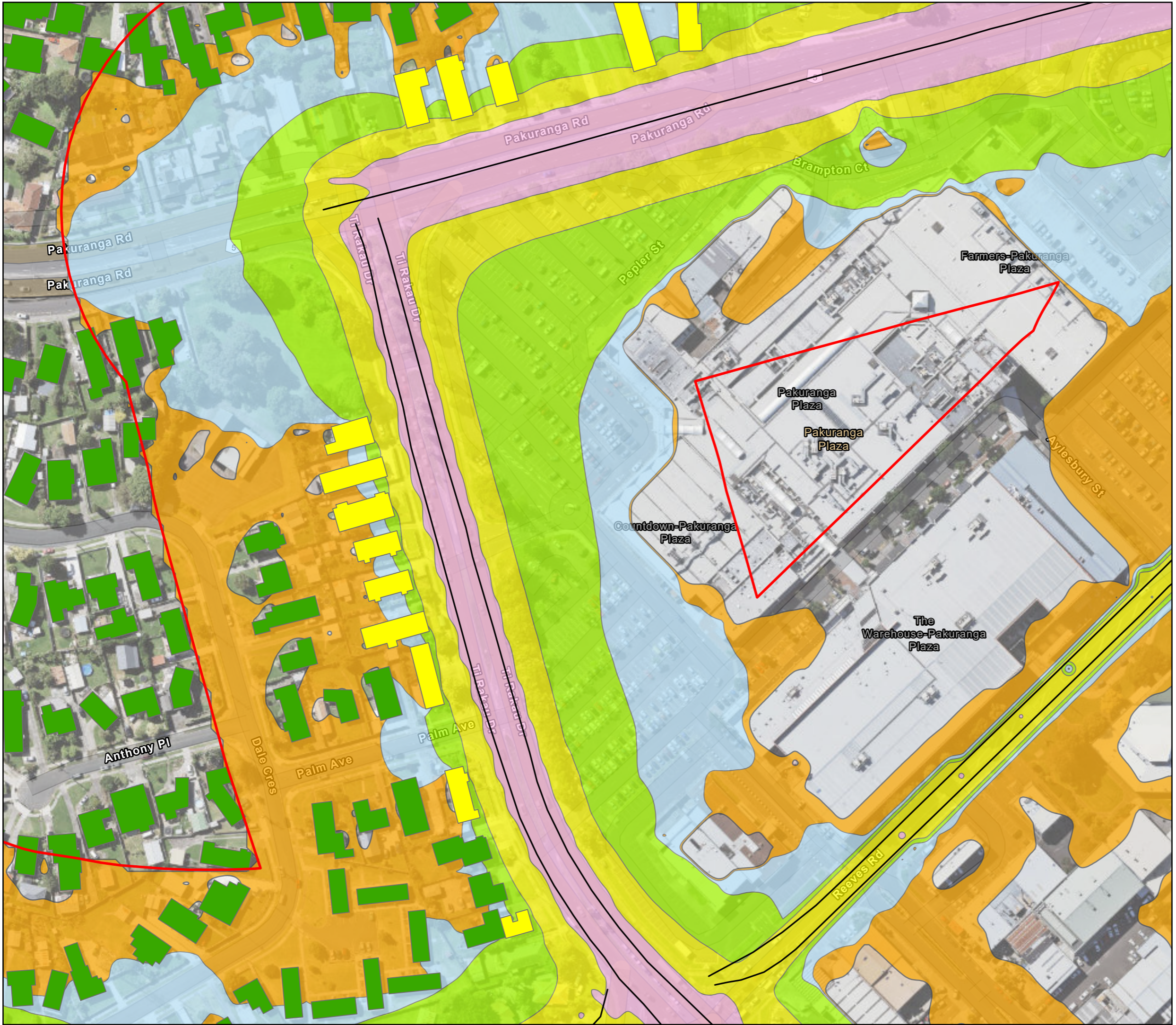
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Map Creation Date: 19/10/2022
 Author: Shivam Jakhu

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Legend

- Road Centrelines
- ▭ Assessment Area

Mitigation 4

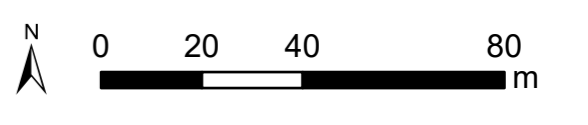
- ▭ 64 dB < LAeq(24h)
- ▭ 64 dB ≤ LAeq(24h) < 67 dB

Noise Level, dB LAeq

- ▭ 50 dB ≤ LAeq(24h) < 55 dB
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EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario

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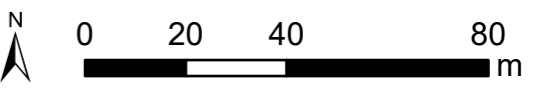


Legend

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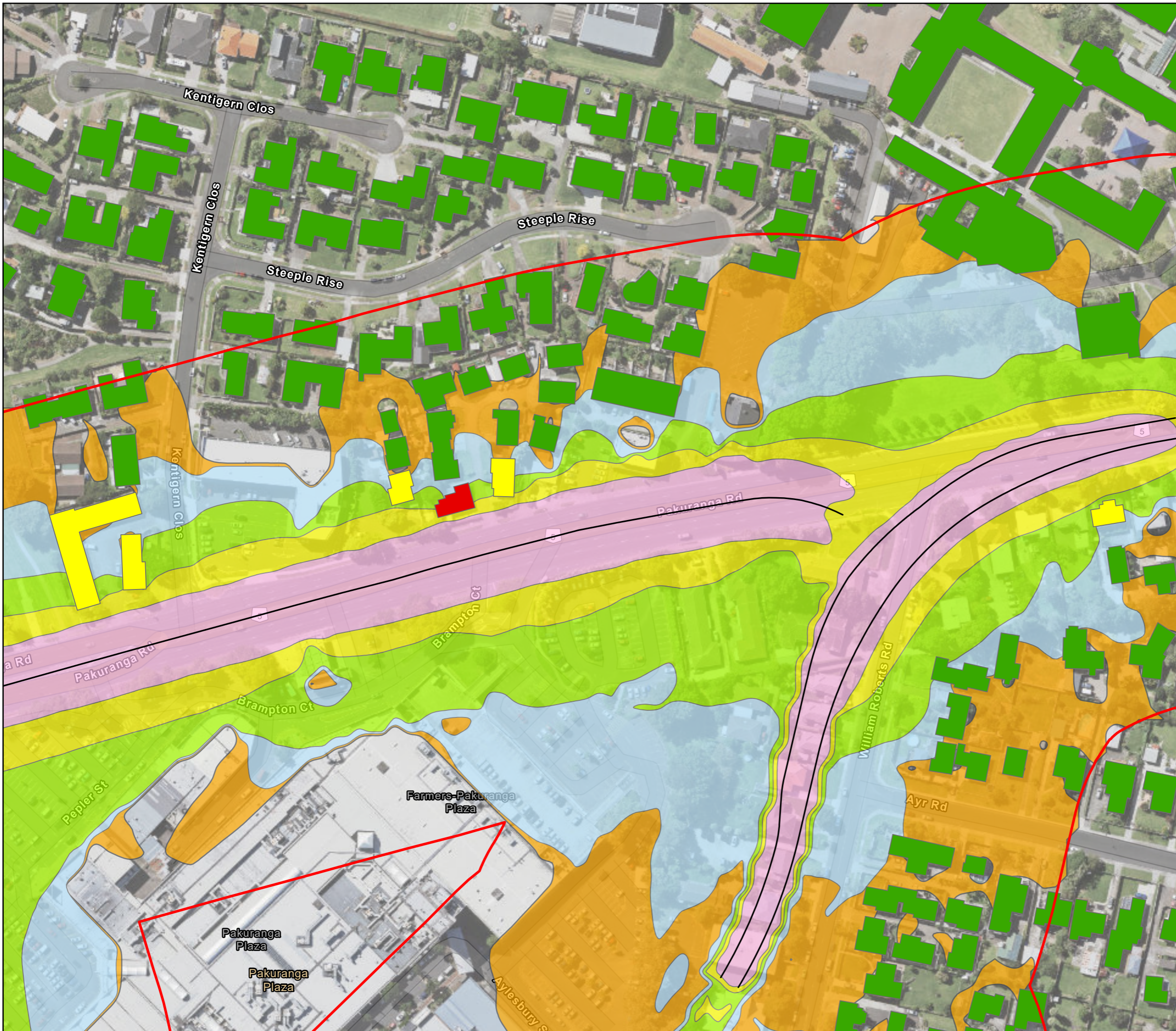
**EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario**

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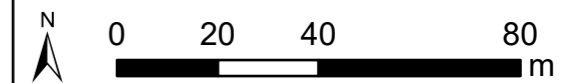


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**EB2/EB3R Noise Contour Map
Road Traffic Noise
Mitigation 4 Scenario**

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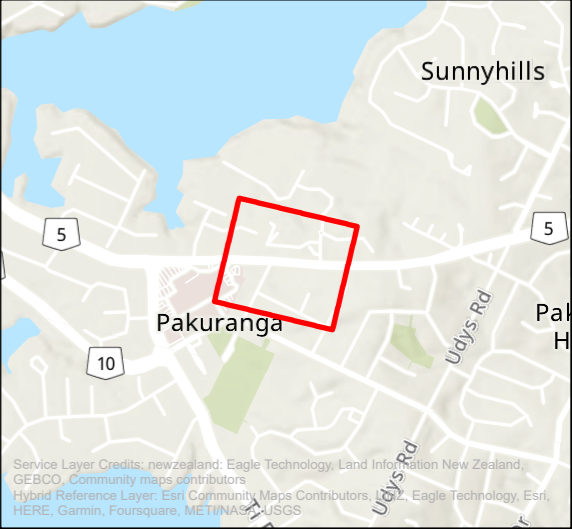
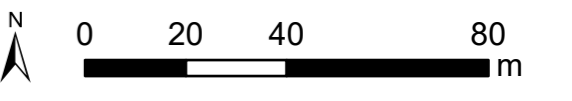
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Mitigation 4

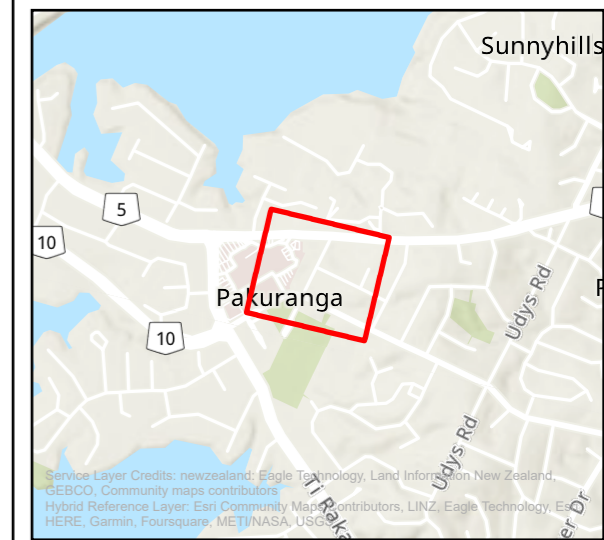
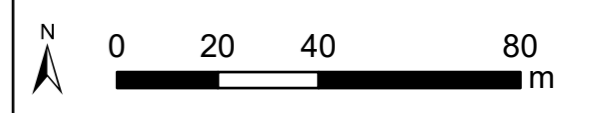
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EB2/EB3R Noise Contour Map
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Mitigation 4

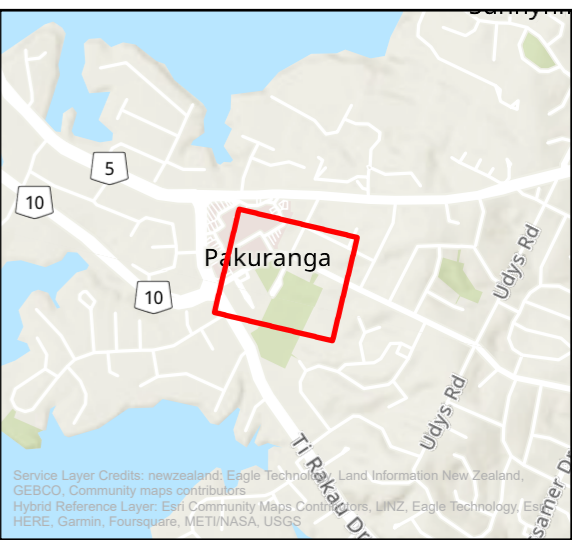
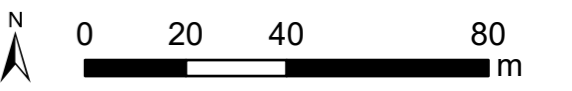
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Mitigation 4 Scenario**

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Attachment 10 – Updated Conditions Set

DESIGNATION CONDITIONS – EB2

General Conditions

1. Except as modified by the conditions below, or by any outline plan, the scope and extent of the works within the designation are to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:

Table 1: Application Documents

Document Title	Author	Revision	Date

Table 2: Drawings

Drawing Title	Designer	Revision	Date

Table 3: Management Plans

Management Plans	Author	Revision	Date

2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the "RMA"), this designation will lapse if not given effect to within 10 years from the date on which it is included in the Auckland Unitary Plan (Operative in Part).
3. As soon as practicable, and no later than [X] months from the date the Eastern Busway Package EB2 becomes operational, the Requiring Authority must:
 - a) Identify any areas of the designation that are no longer necessary for the long-term development, operation, maintenance and mitigation effects of the Eastern Busway Project; and
 - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified above

Site Access

4. Subject to compliance with the Requiring Authority's health and safety requirements and provision of reasonable notice, servants or agents of Council are permitted to have access to relevant parts of the construction site(s) at reasonable times for the purpose of carrying out inspections, surveys, investigations and/or to take samples.

PRE-CONSTRUCTION CONDITIONS

Mana Whenua Engagement

5. At least 10 working days prior to the commencement of construction, the Requiring Authority shall confirm and submit to Council a framework to ensure appropriate engagement with mana whenua during the construction of the Eastern Busway Project (Package EB2).
6. The framework shall include:
 - a) The methods for identifying and engaging with mana whenua
 - b) The process for involvement of mana whenua in reviewing and the implementation of the management and environmental management plans as they relate to:
 - i. Recognising and providing for the cultural values and interests of mana whenua;
 - ii. Implementing and applying tikanga;
 - iii. Managing and monitoring sediment quality; and
 - iv. Promoting ecology and biodiversity, including the use of native vegetation.
 - c) As a minimum the matters identified in (b) above shall be addressed in the preparation of the following management plans:
 - i. Construction Environmental Management Plan
 - ii. Urban Design and Landscape Plan
 - iii. Habitat Restoration Plan.

MANAGEMENT PLANS – CERTIFICATION AND REVIEW

Advice Note: Conditions 7 to 11 below, apply to all Management Plans that require certification unless otherwise specified in these conditions or finalised through the Notice of Requirement process. Management Plans listed in Condition 1 are deemed certified.

7. Unless listed in Condition 1 above or otherwise stated, all Management Plans required by conditions of this designation shall be submitted to Council for certification at least 10 working days prior to commencement of the related construction works (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing). All works shall be carried out in accordance with the approved Management Plans. No related construction works shall commence until written approval or certification of all relevant Management Plans for those works have been received, unless otherwise approved in writing by the Council.

8. If the Requiring Authority does not receive a written response from Council within 10 working days of the Management Plan(s) being submitted for certification, the Management Plan(s) will be deemed to have certification and the Requiring Authority can commence the related construction works.

Advice Note: The Council will acknowledge receipt of any Management Plan submitted for certification within 2 working days. The Council will confirm if any information required for certification is missing from any submitted Management Plan within 5 working days. Where no further information is required, the Council will provide certification to the Requiring Authority within 10 working days of submission of the Management Plan. If further information has been requested, the Council will provide confirmation of certification to the Requiring Authority within 5 working days of the requested information being provided.

9. Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re-certification is not required in accordance with Conditions 7 if the Council confirms those amendments are within scope and any changes to the draft Management Plans are clearly identified.
10. Any amendments to a certified Management Plan that may result in a materially different outcome shall be submitted to the Council in accordance with Condition 7 to certify these amendments are consistent with the relevant designation condition(s) prior to implementation of any changes. Where a Management Plan was prepared in consultation with interested or affected parties, any material changes to that Plan shall be prepared in consultation with those same parties.
11. Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project. If submitted in part, Management Plans shall clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

12. The Requiring Authority is required to implement and comply with the Communication and Consultation Plan (CCP) listed in Condition 1, unless otherwise amended by the process in Condition 9. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Eastern Busway Project (Package EB2).
13. Any amendments to the CCP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Condition 14 and 15.
14. The Requiring Authority shall submit the updated or revised CCP to Council for comment. The Requiring Authority shall consider any comments received from Council when finalising the CCP. If

the Requiring Authority has not received any comments from Council within 10 working days of submitting the CCP, the Requiring Authority will consider Council has no comments.

Advice Note: The CCP does not require certification from Council.

15. The CCP shall set out how the Requiring Authority will for the Eastern Busway Project (Package EB2):
 - a) Inform the community and businesses of construction progress, future construction activities and constraints that could affect them;
 - b) Provide information on key project milestones;
 - c) Provide a process for responding to queries and complaints including, but not limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided;
 - iii. The timeframes for responses to be provided; and
 - iv. How complaints will be reviewed and monitored to ensure mitigation is effective.

The CCP shall include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;
- b) Details of the Communication and Consultation Manager for the Eastern Busway project, including their contact details (phone, email, project website and postal address);
- c) Methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:
 - i. All residential and business property owners and occupiers directly affected by construction works;
 - ii. All community and education facilities directly affected to construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders;
 - iii. Key stakeholders (including the Council's Parks Department); and
 - iv. Network utility operators.
- d) Methods for communicating with and notifying directly affected parties in advance where practicable of:
 - i. proposed construction activities outside normal working hours (including night works); and
 - ii. Temporary traffic management measures and permanent changes to road networks and layouts.
- b) Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes; and
- c) A list of the stakeholders directly affected to be communicated with.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT

16. The Requiring Authority is required to carry out all works in accordance with the Construction Environmental Management Plan (CEMP) listed in Condition 1, unless otherwise amended by the process in Condition 9. The objective of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of the Eastern Busway Project (Package EB2) so far as is reasonably practicable.
17. Any amendments to the CEMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 18 and 19.
18. The Requiring Authority must submit the updated or revised CEMP to Council for certification in accordance with Conditions 7 to 11 as soon as practicable following identification of the need for an update as a result of a material change. The purpose of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of Eastern Busway Project (Package EB2) so far as is reasonably practicable.
19. The CEMP shall include details of:
 - a) An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction;
 - b) The document management system for administering the CEMP and compliance, including review and Requiring Authority / constructor / Council requirements;
 - c) Training requirements for employees, sub-contractors and visitors for cultural induction, construction procedures, environmental management and monitoring;
 - d) Roles and responsibilities for the implementation of the CEMP;
 - e) Environmental incident and emergency management procedures (including spills);
 - f) Environmental complaint management procedures;
 - g) Specific details of demolition and site clearance works to be undertaken;
 - h) The location of construction compounds and measures adopted to keep them secure;
 - i) Methods to provide for the safety of the general public;
 - j) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries; and
 - k) Site reinstatement measures upon completion of the activities including the removal of any temporary structures used during the construction period.

Advice note: The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the Eastern Busway Project (Package EB3R).

TRANSPORT, ACCESS AND PARKING

- 20. The Requiring Authority is required to carry out all works in accordance with the Construction Traffic Management Plan (CTMP) listed in Condition 1, unless otherwise amended by the process in Condition 21. The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project (Package EB2) on transport, parking and property access, so far as it is reasonably practicable.
- 21. Any amendments to the CTMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Condition 22.
- 22. The Requiring Authority shall submit the updated or revised CTMP to Council for comment. The Requiring Authority shall consider any comments received from Council when finalising the CTMP. If the Requiring Authority has not received any comments from Council within 10 working days of submitting the CTMP, the Requiring Authority will consider Council has no comments.

Advice Note: The CTMP does not require certification from Council.

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT

- 23. Construction noise shall be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 'Acoustics - Construction Noise' (NZS6803:1999) and comply with the noise standards set out in the Tables 3 and 4 as far as practicable.

Table 3 Construction Noise Criteria – Residential Receivers (Irrespective of Zoning)

Time of week	Time Period	Maximum noise level (dBA) > 20 weeks	
		L _{eq}	L _{max}
Weekdays	0630 – 0730	55	75
	0730 – 1800	70	85
	1800 – 2000	65	80
	2000 - 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	70	85
	1800 – 2000	45	75
	2000 - 0630	45	75
Sundays and public holidays	0630 – 0730	45	75
	0730 – 1800	55	85

	1800 – 2000	45	75
	2000 - 0630	45	75

Table 4 Construction Noise Criteria - Commercial and Industrial Receivers

Time period	Maximum noise level L_{Aeq} dB > 20
07:30 – 18:00	70
18:00 – 07:30	75

24. Where compliance with the noise standards set out in Conditions 22 and 23 above is not practicable, and unless provided for in the Construction Noise Vibration Management Plan (CNVMP) as required by Condition 28, then the methodology in Condition 31 shall apply.

25. Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”, and shall comply with the vibration standards set out in Table 5 as far as practicable:

Table 5 Construction Vibration Criteria

Vibration Level	Time	Category A	Category B
Occupied activities sensitive to noise	Night-time 2000h – 0700h	0.3mm/s ppv	2mm/s ppv
	Daytime 0700h – 2000h.	2mm/s ppv	5mm/s ppv
Other occupied buildings	All other times	2mm/s ppv	5mm/s ppv
All other buildings	Daytime 0630h – 2000h	Tables 1 and 3 of DIN4150-3:1999	

26. The Category A criteria may be exceeded if the works generating vibration take place for three days or less between the hours of 7am to 6pm, provided that the Category B criteria are complied with, and:

- a) All occupied buildings within 50m of the extent of the works generating vibration are advised in writing no less than three days prior to the vibration-generating works commencing; and
- b) The written advice must include details of the location of the works, the duration of the works, a phone number for complaints and the name of the site manager.

27. Where compliance with the vibration standards set out in Table 5 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 28, then the methodology in Condition 31 shall apply.

28. The Requiring Authority is required to implement and comply with the CNVMP listed in Condition 1, unless otherwise amended by the process in Conditions 9 to 10. The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (BPO) to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting during construction of the Eastern Busway Project (Package EB2).
29. Any amendments to the CNVMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 30 and 31.
30. The Requiring Authority must submit the updated or revised CNVMP to Council for certification in accordance with Conditions 7 to 11 as soon as practicable following identification of the need for an update as a result of a material change.
31. The purpose of the CNVMP is to set out a framework to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting during construction of the Eastern Busway Project (Package EB2). To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of (NZS6803:1999) and shall as a minimum, address the following:
 - a) Description of the works, machinery and equipment to be used;
 - b) Hours of operation, including times and days when construction activities would occur;
 - c) The construction noise and vibration standards;
 - d) Identification of receivers where noise and vibration standards apply;
 - e) Management and mitigation options, and identification of the Best Practicable Option;
 - f) Methods and frequency for monitoring and reporting on construction noise and vibration;
 - g) Procedures for communication as set out in the CCP with nearby residents and stakeholders, including:
 - i. Notification of proposed construction activities,
 - ii. The period of construction activities; and
 - iii. Management of noise and vibration complaints.
 - h) Contact details for the Communication and Consultation Manager;
 - i) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
 - j) Identification of areas where compliance with the noise (Condition 23) and/or vibration standards (Condition 25 Category A or Category B) will not be practicable.
 - k) Procedures for:
 - i. Communicating with affected receivers in accordance with the CCP, where measured or predicted noise or vibration from construction activities exceeds the noise criteria of Condition 23 or the vibration criteria of Condition 25; and
 - ii. Assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 25, including the requirement to undertake building consent surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and

iii. Requirements for review and update of the CNVMP.

32. Unless otherwise provided for in the CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:
- a) Construction noise is either predicted or measured to exceed the noise standards in Condition 23, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - i. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or
 - ii. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;
 - b) Construction vibration is either predicted or measured to exceed the Category B standard set out in Condition 25 at the receivers;
33. The objective of the Schedule is to set out the BPO for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule must include but not be limited to details such as:
- a) Construction activity and location plan, start and finish dates;
 - b) the nearest owners and occupiers of the sites to the construction activity;
 - c) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 23 and/or 25
 - d) the proposed site-specific noise mitigation
 - e) the consultation and outcomes with owners and/or occupiers of properties identified in the Schedule; and
 - f) location, times, and types of monitoring.
34. The Schedule shall be submitted to the Council for certification at least 5 working days, except in unforeseen circumstances, in advance of construction works that are covered by the Schedule and shall form part of the CNVMP. If no response is provided from the Council, prior to the planned work date, the Schedule shall be deemed to be certified.

Building condition surveys [in the event environmental specialists identify building condition surveys are necessary]

35. Prior to construction, a building condition survey must be undertaken of any building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction. The identification and assessment requirement must be determined by an independent and suitability qualified person appointed by the Requiring Authority, and based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:
- a) Age of the building;
 - b) Construction types;
 - c) Foundation types;
 - d) General building condition;
 - e) Proximity to any excavation;

- f) Whether the building is earthquake prone or where there is pre-existing damage; and
 - g) Whether any basements are present in the building.
36. Where it is determined by an independent and appropriately qualified person appointed by the Requiring Authority prior to construction that a building condition survey is required:
- a) The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP;
 - b) The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
 - c) Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within three months from first contact, then the Requiring Authority is not required to undertake these assessments;
 - d) Prior to the building condition survey, the Requiring Authority must determine whether the building is classified as a vibration sensitive structure;
 - e) The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it must notify and provide Council with a copy of the completed survey report within 15 working days;
 - f) The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council; and
 - g) The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken.
37. During construction:
- a) The Requiring Authority must implement procedures that will appropriately respond to the information received from any vibration monitors deployed by the acoustic specialist in accordance with the CNVMP. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and
 - b) Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building.
38. Following construction:
- a) Within three months of the commencement of operation of the Eastern Busway Project (Package EB2), the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment; and

- b) Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building pre-condition survey.

Urban Design and Landscaping Mitigation

- 39. At least 10 working days prior to the commencement of any construction activity the Requiring Authority shall submit an Urban Design and Landscape Plan (UDLP) to Council for certification in accordance with Conditions 7 to 11 above. The objective of the UDLP is to mitigate any landscape and visual effects of the Eastern Busway Project (Package EB2).
- 40. The UDLP shall include:
 - a) Urban design details for works:
 - i. The Reeves Road Flyover;
 - ii. Pakuranga Bus Station;
 - iii. Ti Rakau Drive widening between Pakuranga Road and Reeves Road
 - b) Landscape design details for works at:
 - i. Paul Place Reserve;
 - ii. Bus Stop Reserve;
 - iii. Within Ti Rakau Drive; and
 - iv. SEART.
 - c) A maintenance plan and establishment requirements over a three-year period for landscaping and five years for specimen trees following planting.
 - d) Lighting, signage and street furniture details for Eastern Busway Project (Package EB2);
 - e) Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project;
 - f) Design features and methods for cultural expression;
 - g) A Crime Prevention Through Environmental Design Assessment of the Pakuranga Bus Station; and
 - h) Design features associated with the management of stormwater, including both hard and soft landscaping.
- 41. The Requiring Authority is required to carry out all works out in accordance with the certified UDLP, unless otherwise amended by the process in Conditions 9 to 10.
- 42. At least 1 month prior to the final handover to the Council for future care and maintenance of landscaping on Council land and reserves, the Requiring Authority's representative is to arrange a site walkover with the Council to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.
- 43. The UDLP planting requirements must be implemented during the first planting season following the Eastern Busway Project (Package EB2) being operational. If the weather in that planting season is

unsuitable for planting, as determined by the Council, the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council.

Tree Works

44. The Requiring Authority is required to carry out all works in accordance with the Tree Protection and Management Plan (TPMP) listed in Condition 1, unless otherwise amended by the process in Conditions 7 to 11 above. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects of Eastern Busway Project (Package EB2) on those trees to be retained, as far as reasonably practicable.
45. Any amendments to the TPMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 46 and 47.
46. The Requiring Authority must submit the updated or revised TPMP to Council for certification in accordance with Conditions 7 to 11 as soon as practicable following identification of the need for an update as a result of a material change. The purpose of the TPMP is to avoid, remedy or mitigate any adverse construction effects on those trees to be retained as part of the Eastern Busway Project (Package EB2), as far as reasonably practicable.
47. To achieve its objective, the TPMP is to include:
 - a) Tree protection measures for trees to be retained;
 - b) Tree pruning measures;
 - c) Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees;
 - d) Use of protective barrier fencing;
Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist ("appointed arborist") to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation;
 - e) Specific bio-security removal restrictions that will apply to all elms (*Ulmus* sp.) and kauri (*Agathis australis*), to avoid the risk of spread of Dutch Elm Disease or kauri dieback, including vetting and approving the methodology and treatment of the Elm and kauri material by the Council's arboricultural specialist responsible for handling and treatment of all Elm/kauri material controlled under the Biosecurity Act, prior to any works taking place; and
 - f) Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority's arborist in consultation with the Council's arboricultural specialist.
48. If the design of the project is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the approved Tree Plans appended to the

Arboricultural Effects Assessment in Condition 1 are required to be removed, then the removal of the trees is appropriate if:

- a) The design modification results in retention of a tree that was identified to be removed (i.e. no net loss of protected trees); or
- b) If the design modification will result in a net loss of protected trees, a suitable replacement specimen tree is provided in the project corridor (in addition to the proposed planting shown on the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 1).

Advice Note: Protected trees refers to trees within the road reserve and Council reserves that more than 4m in height and/or more than 400mm in girth. It also includes any trees listed in Schedule 10 "Notable Trees" in the AUP(OP).

HERITAGE

49. In the event that any unrecorded historic heritage sites are identified as a result of the Eastern Busway Project (Package EB2), then these sites must be recorded by the Requiring Authority for inclusion in the Council's Cultural Heritage Inventory. The Requiring Authority's historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Manager: Heritage Unit, (heritageconsents@aucklandcouncil.govt.nz) within one calendar month of completion of work on the route.
50. Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e., evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Monitoring officer(s) within 12 months of completion of the Eastern Busway Project (Package EB2).

OPERATIONAL CONDITIONS

Operational Traffic Noise

51. Noise walls of 1.8m in height above ground level constructed from materials compliant with the mitigation requirements of New Zealand Standard NZS 6806:2010 - 'Acoustics – Road traffic noise - New and altered roads, as shown on the approved designation plans listed in Condition 1, shall be installed at 2 and 23B Dale Crescent, Pakuranga prior to Eastern Busway Project (Package EB2) being operational, so far is reasonably practicable.

RESOURCE CONSENT CONDITIONS EB2

GENERAL ACCORDANCE

1. Except as modified by the conditions below, the activity must be carried out in general accordance with the plans and information submitted with the application, as detailed in Table 1 and Table 2:

Table 1: Application Documents

Document Title	Author	Revision	Date

Table 2: Drawings

Drawing Title	Designer	Revision	Date

Table 3: Management Plans

Management Plans	Author	Revision	Date

Where there may be an inconsistency between the documents listed in condition 1 above and the requirements of the following conditions, the following conditions prevail.

Advice note: The reports, Management Plans and drawings listed above may be updated in accordance with the processes listed in Condition 9-13, subject to the effects of the consented activities remaining within the nature and scale of effects considered by the listed document. Where effects change in nature or increase in scale, the Consent Holder must consult with Council to determine whether a change of conditions is required under s 127 of the RMA.

MONITORING CHARGE

2. The Consent Holder must pay the Council an initial consent compliance monitoring charge of \$X (GST inclusive) plus any further monitoring charge(s) to recover the actual and reasonable costs incurred to ensure compliance with the conditions of these consents.

Advice Note: The initial monitoring deposit is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work that ensures compliance with the resource consents. In order to recover actual and reasonable costs, monitoring of conditions, in excess of those covered by the deposit, will be charged at the relevant hourly rate applicable at the time. The Consent Holder will be advised of the further monitoring charge(s). Only after all conditions of the resource consent have been met, will the Council issue a letter confirming compliance at request by the Consent Holder.

LAPSE DATE

3. Under section 125 of the RMA, these consents will lapse ten years after the date it commences unless:
 - a) These consent re given effect to; or
 - b) On application, the Council determines to extend the period after which the consent will lapse.

EXPIRY DATE – LAND USE

4. The land use consent shall expire 5 years after consent has been given effect to.

EXPIRY DATE – COASTAL (OCCUPATION)

5. The coastal permit associated with the occupation of the coastal marine area by stormwater outfalls shall expire 35 years after consent has been given effect to.

EXPIRY DATE – COASTAL (OCCUPATION)

6. The coastal permit associated with the disturbance of the coastal marine area by stormwater outfalls shall expire 35 years after consent has been given effect to.

EXPIRY DATE – DISCHARGE OF CONTAMINANTS

7. The discharge permit associated with the construction of the Eastern Busway Project (EB2) shall expire 5 years after consent has been given effect to.

EXPIRY DATE – DISCHARGE OF STORMWATER (NES-FW)

8. The discharge permit associated with the discharge of stormwater within 100 m of wetland shall expire 35 years after consent has been given effect to.

MANAGEMENT PLANS – CERTIFICATION AND REVIEW

Advice Note: Conditions 9 to 13 below, apply to all Management Plans that require certification unless otherwise specified in these conditions or finalised through the resource consent process. Management Plans listed in Condition 1 are deemed certified.

9. Unless listed in Condition 1 above or otherwise stated, all Management Plans required by the conditions of this consent shall be submitted to the Council for certification at least 10 working days prior to commencement of construction works (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing). All works shall be carried out in accordance with the approved Management Plans. No related construction works shall commence until written approval or certification of all

relevant Management Plans for those works have been received, unless otherwise approved in writing by the Council.

10. If the consent holder does not receive a written response from Council within 10 working days of the Management Plan(s) being submitted for certification, the Management Plan(s) will be deemed to have certification and the consent holder can commence the related construction works.

Advice Note: The Council will acknowledge receipt of any Management Plan submitted for certification within 2 working days. The Council will confirm if any information required for certification is missing from any submitted management plan within 5 working days. Where no further information is required, the Council will provide certification to the consent holder within 10 working days of submission of the Management Plan. If further information has been requested, the Council will provide confirmation of certification to the consent holder within 5 working days of the requested information being provided.

11. Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of consent. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re-certification is not required in accordance with Condition 9, if Council confirms those amendments are within scope and any changes to the draft Management Plans are clearly identified.
12. Any amendments to a certified Management Plan that may result in a materially different outcome shall be submitted to the Council in accordance with Condition 9 to certify these amendments are consistent with the relevant condition(s) prior to implementation of any changes. Where a Management Plan was prepared in consultation with interested or affected parties, any material changes to that Plan shall be prepared in consultation with those same parties.
13. Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project. If submitted in part, management plans shall clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.

LAND DISTURBANCE (LUCX)

14. All works must be in accordance with the Erosion and Sediment Control Plan (ESCP) listed in Condition 1, unless otherwise modified by the process in Conditions 9 to 13 above. The purpose of the ESCP is to provide overarching principles and procedures to manage the environmental impacts associated with erosion and sediment control (ESC) during construction of the Eastern Busway Project (Package EB2).
15. Prior to the commencement of earthworks within a given area or stage, a Site Specific Erosion and Sediment Control Plan (SSESCP) must be prepared in accordance with Auckland Council's Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region Guideline Document 2016/005 ("GD05") and submitted to Council for certification in accordance with

Condition 9. No earthworks activity within the specific area or stage must commence until the Council has certified that the SSESCP satisfactorily meets the requirements of GD05.

The SSESCPs must contain sufficient detail to address the following matters:

- a) Contour information
 - b) ESC measures for the works being undertaken within a particular construction area
 - c) Chemical treatment design and details
 - d) Catchment boundaries of works and devices installed
 - e) Location of the work
 - f) Details of construction methods
 - g) Design criteria, typical and site-specific details of erosion and sediment control
 - h) Design details for managing the treatment, disposal and/or discharge of contaminants (e.g. concrete wash water).
16. The erosion and sediment control measures must be constructed and maintained in general accordance with the Council's GD05 and any amendments to that document, except where a higher standard is detailed in the documents listed in these consent conditions, in which case the higher standard is to apply.
17. Within 10 working days following implementation and completion of the specific erosion and sediment control works referred to in a SSESCP required by Condition 15, and prior to the commencement of earthworks activity within the subject area or stage referred to in the SSESCP, a suitably qualified and experienced person must provide written certification that the erosion and sediment controls have been constructed and completed in accordance with the SSESCP for that particular area of stage.
- Advice note: The certified controls are to include the decanting earth bunds, sediment retention ponds, clean and dirty water diversions, silt fences, and stabilised construction should contain sufficient details to address the following matters:*
- a) *Details on the contributing catchment area;*
 - b) *Retention volume of structure (dead storage and live storage measured to the top of the primary spillway);*
 - c) *Dimensions and shape of structure(s);*
 - d) *Position of inlets/outlets; and*
 - e) *Stabilisation of the structure(s).*
18. The operational effectiveness and efficiency of all erosion and sediment control measures specifically required in Condition 14 to 15 must be maintained throughout the duration / each stage of earthworks activity, or until the site is permanently stabilised against erosion.
19. The consent holder shall take all practical measures to prevent deposition of soil on roads and footpaths outside the works area of Eastern Busway Project (Package EB2). In the event that

deposition of earth, mud, dirt or other debris on any road or footpath outside the works area resulting from earthworks activity on the project area occurs, it is to be removed immediately. In no instance are roads and/or footpaths to be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses and/or receiving waters.

Advice Note: The following methods may be adopted to prevent or address discharges should they occur:

- a) Provision of a stabilised entry and exit(s) point for vehicles*
- b) Provision of wheel wash facilities*
- c) Ceasing vehicle movements until materials are removed*
- d) Cleaning road surfaces using street-sweepers*
- e) Silt and sediment traps; and*
- f) Catchpits.*

In no circumstances should washing deposited materials into drains be advised or otherwise condoned. It is recommended that you discuss any potential measures with the Council's monitoring officer who may be able to provide further guidance on the most appropriate approach to take. Please contact the Council for more details. Alternatively, please refer to GD05.

20. On completion or abandonment of earthworks, all areas of bare earth must be permanently stabilised against erosion as defined by GD05.

Advice Note: Stabilisation measures may include:

- a) Use of mulch*
- b) Top-soiling and grassing otherwise bare areas of earth*
- c) Aggregate or vegetative cover that has obtained a density of more than 80% of a normal pasture sward.*

21. The sediment and erosion controls at the site of the works are to be inspected on a regular basis and within 24 hours of each rainstorm event that is likely to impair the function or performance of the erosion and sediment controls. A record is to be maintained of the date, time and any maintenance undertaken in association with this condition which is to be forwarded to the Council on request.

CONTAMINATED LAND (LUCX & DISX)

22. Discharges from disturbance of contaminated soil must be carried out in accordance with the Contaminated Land Management Plan (CLMP) listed in Condition 1 unless otherwise modified by the conditions below or in accordance with Conditions 9 to 13 above.
23. An appropriately qualified and experienced contaminated land specialist must be engaged to oversee the earthworks in areas of potential contamination. All sampling and testing of contamination on the site must be overseen by the appropriately qualified and experienced contaminated land practitioner. All sampling is to be undertaken in accordance with the

Contaminated *Land Management Guidelines, No-5 - Site Investigation and Analysis of Soils*, Ministry for the Environment, revised 2021.

Advice Note: All testing and analysis should be undertaken in a laboratory with appropriate experience and ability to carry out the analysis. For more details on how to confirm the suitability of the laboratory please refer to Part 4: Laboratory Analysis, of Contaminated Land Management Guidelines No.5

24. The Council is to be informed in writing about the commencement of the Eastern Busway Project (Package EB2) works at least 2 working days prior to commencement.

Advice Note: Discharge from the site includes the disposal of water (e.g. perched groundwater or collected surface water) from the remediation area.

25. Any soils and/or fill material identified as contaminated and requiring off-site disposal are to be loaded directly into trucks and covered during transportation off site in accordance with the CLMP. All soil removed from the land disturbance area must be deposited at a suitably certified facility.
26. All imported fill must comply with the definition of 'cleanfill', in accordance with 'A Guide to the Management of Cleanfills', Ministry for the Environment (2002).

Advice Note: Background levels for the Auckland region can be found in the Council's technical publication TP153 "Background concentrations of inorganic elements in soils from the Auckland Region" (2001).

27. Within three months of the completion of the soil disturbance activities within the project area, a *Site Completion Report (SCR)* must be provided to the Council.
28. The SCR must contain sufficient detail to address the following matters:
- A summary of the works undertaken, including a statement confirming whether the excavation of the site has been completed in accordance with the CLMP
 - A summary of inspections and oversight completed by the SQEP.
 - The location and dimensions of the excavations carried out, including a site plan.
 - A summary of testing undertaken (if applicable) including tabulated analytical results.
 - Records of any unexpected contamination encountered during the works and contingency measures undertaken (if applicable).
 - Details of any validation soil sampling completed in areas of unexpected soil contamination and vicinity of fill material previously identified as exceeding the adopted soil acceptance criteria (if applicable).
 - Copies of the disposal dockets for the contaminated fill and 'cleanfill' material removed from the site.
 - Copies of the SQEP site inspection documentation.
 - Details regarding any complaints and/or breaches of the procedures set out in the certified CLMP, and how any incidents or complaints were addressed.

- j) Results of testing, if required, of any spoil disposed offsite.
 - k) Results of testing of any imported fill material.
 - l) Identification of any areas which need on-going monitoring and management.
29. Where contaminants are identified that have not been anticipated by the application, the unexpected discovery procedures in the CLMP as identified in Condition 1 must be employed, including notifying the Council. Any unexpected contamination and contingency measures must be documented in the SCR.

Advice Note: Unexpected contamination may include contaminated soil, perched water or groundwater. The consent holder is advised that where unexpected contamination is significantly different in extent and concentration from that anticipated by the original site investigations, handling the contamination may be outside the scope of this consent. Advice should be sought from the Council as to whether carrying out any further work in the area of the unexpected contamination is within scope of this consent.

CONTAMINATED LAND – ENVIRONMENTAL HEALTH (LUCX)

30. All works are to be in accordance with the CLMP listed in Condition 1, unless otherwise amended by the process in Conditions 9 to 13 above. The CLMP must be prepared, implemented and reported in accordance with Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NES: Soil') by an appropriately qualified and experienced professional.
31. An appropriately qualified and experienced contaminated land specialist must be engaged to oversee the earthworks in areas of potential contamination.
32. Works must cease in the vicinity of any contamination not previously identified and the Council must be advised immediately. Works can recommence once the unexpected discovery protocols noted in the section for 'Unexpected Discovery of Land Contamination' in the certified CLMP have been satisfied.

ECOLOGY (LUC xx)

33. The Consent Holder shall implement the Lizard Management Plan (LMP) listed in Condition 1, unless otherwise amended by the process in Conditions 9 to 13 above. The purpose of the LMP is to avoid, remedy or mitigate adverse effects on native lizards associated with vegetation and site clearance, as far as is reasonably practicable.

Advice note: A permit under the Wildlife Act 1953 will be required from the Department of Conservation to enable lizard salvage to occur.

34. Any amendments to the LMP listed in Condition 1 that may result in a materially different outcome or to address unforeseen adverse effects arising from construction must comply with Conditions 35 and 36.
35. The Requiring Authority must submit the updated or revised LMP to Council for certification in accordance with Conditions 9 to 13 as soon as practicable following identification of the need for an update as a result of a material change.
36. The LMP must address the following (as appropriate):
 - a) Credentials and contact details of the ecologist/herpetologist who will implement the plan;
 - b) Timing of the implementation of the LMP.
 - c) A description of methodology for survey, salvaging and relocation of lizards rescued including but not limited to:
 - i. Salvage protocols;
 - ii. Relocation protocols (including method used to identify suitable relocation site(s));
 - iii. Diurnal capture protocols;
 - iv. Supervised habitat clearance/transfer protocols;
 - v. Artificial cover object protocols; and
 - vi. Opportunistic relocation protocols.
 - d) A description of the relocation site(s) (refer also Condition 38) including discussion of:
 - i. Provision for additional refugia, if required (e.g. depositing salvaged logs, wood or debris for newly released lizards that have been rescued);
 - ii. Any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc; and
 - iii. Any weed and pest management to ensure the relocation site is maintained as appropriate habitat.
 - e) Monitoring methods, including but not limited to the following:
 - i. Ongoing surveys to evaluate translocation success pre- and post-translocation surveys for 3 years; and
 - ii. Monitoring of effectiveness of pest control and/or any potential adverse effects on lizards associated with pest control.
 - f) A post vegetation clearance for remaining lizards;
 - g) A suitably qualified and experienced ecologist/herpetologist approved to oversee the implementation of the LMP must certify that the lizard related works have been carried out according to the certified LMP within two weeks of completion of the vegetation clearance works; and
 - h) Upon completion of works, all findings resulting from the implementation of the LMP must be recorded by a suitably qualified and experienced ecologist/herpetologist approved by the Council on an Amphibian/Reptile Distribution Scheme (ARDS) Card (or similar form that provides the same information) which must be sent to Council.

37. At least 10 working days prior to the commencement of any construction activity, the consent holder shall submit a Habitat Restoration Plan (HRP) to Council for certification in accordance with Conditions 9 to 13.

Advice Note: Riparian and coastal margins are defined by Chapter E26 (Infrastructure) and Chapter J (Definitions) of the AUP(OP).

38. The purpose of the HRP is to detail the site specific lizard habitat restoration measures which addresses the impacts of the Eastern Busway Project (Package EB2) on lizard habitat as identified within the '*Eastern Busway: Ecological Impact Assessment report*'.
- a) The HRP should be developed in accordance with the conditions of the LMP (Condition 33), in order to ensure the habitat(s) that lizards are relocated to will support viable native lizard populations for all species present pre-development.
 - b) The HRP should include:
 - i. Identification of areas to be restored as lizard habitat to the quantum of 1.15 ha as identified in '*Eastern Busway: Ecological Impact Assessment report*';
 - ii. Detail of the restoration required at each site to replace and enhance lizard habitat including the planting design (including vegetation to be retained), and supplementary refuges;
 - iii. All plantings shall be demarcated and protected by fencing (where appropriate);
 - iv. A programme of establishment and post establishment protection and maintenance of plants (fertilising, weed removal/spraying, replacement of dead/poorly performing plants, watering to maintain soil moisture, maintenance programme). All plantings shall be maintained for a minimum of the 3 years; and
 - v. Details of the proposed plant species, plant sourcing (locally EcoSourced native pioneer species that are adapted to the Auckland environment are preferred in the first instance), plant sizes at time of planting, plan of the planted area within the planting area required, density of planting, and timing of planting
39. The HRP planting requirements must be implemented during the first planting season following the Eastern Busway Project (Package EB2) being operational. If the weather in that planting season is unsuitable for planting, as determined by the Council, the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council.

COASTAL PERMIT (CST xx)

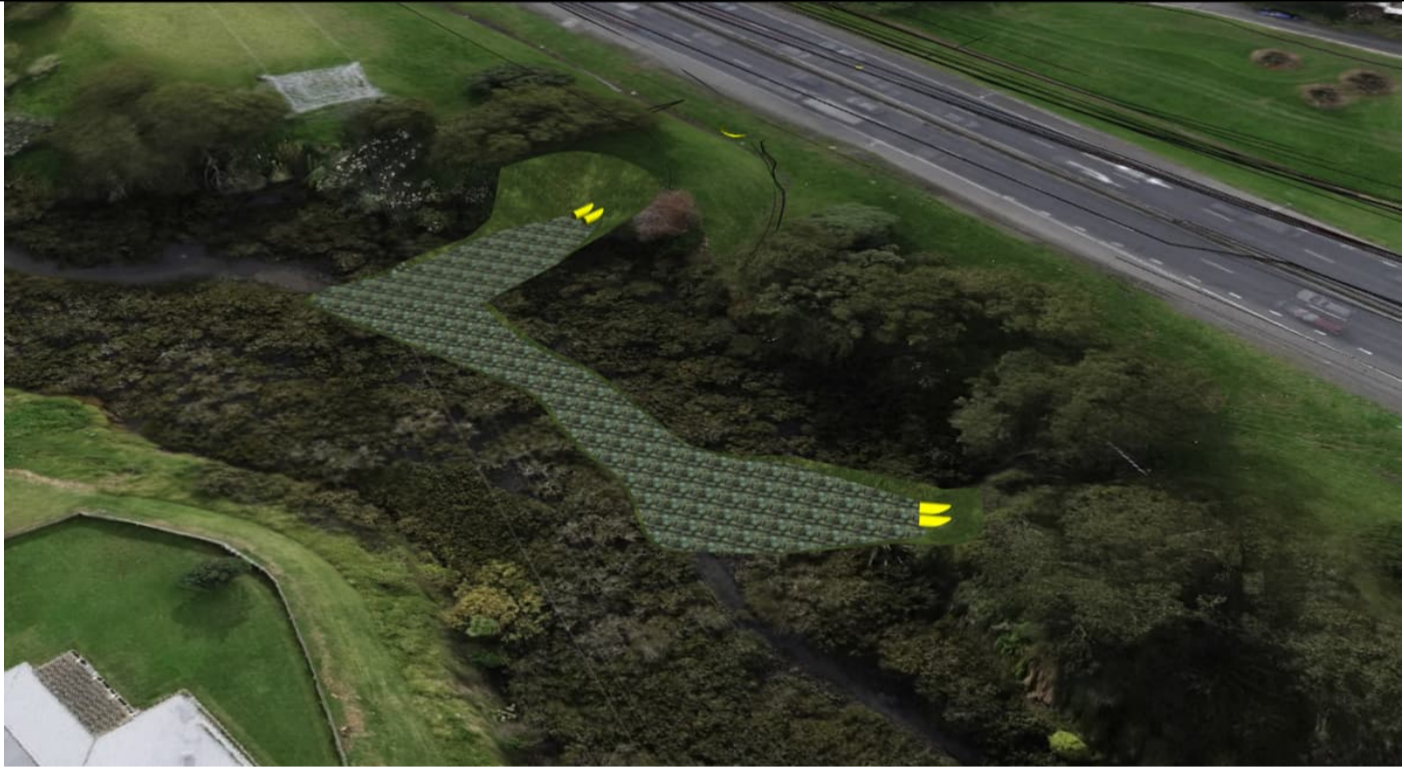
40. Prior to any works in the Coastal Marine Area (CMA) commencing, a final construction methodology should be included within the relevant SSESCP required in accordance with Condition 15. Details to be provided should include, but should not be limited to timing, staging and sequencing of coastal works, and the erosion sediment control measures to be employed to mitigate the effects on the receiving environment

Advice Notes

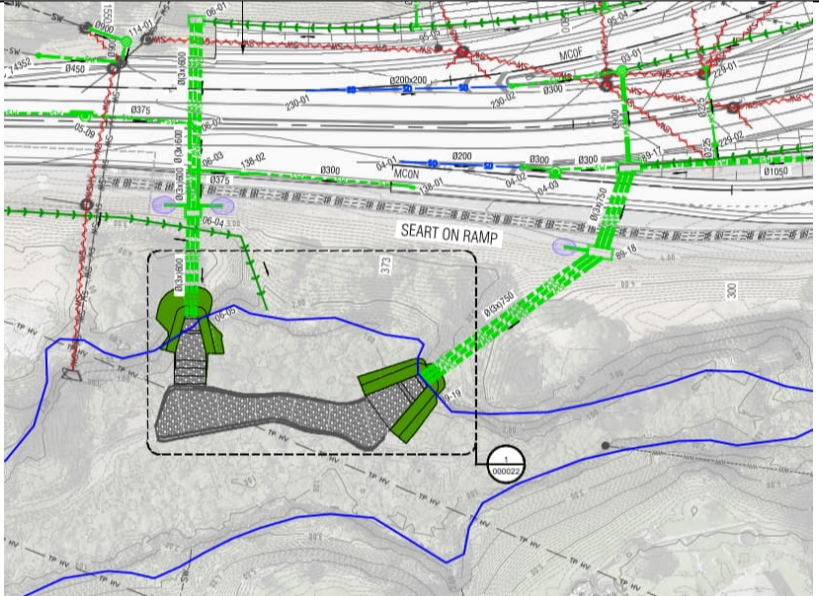
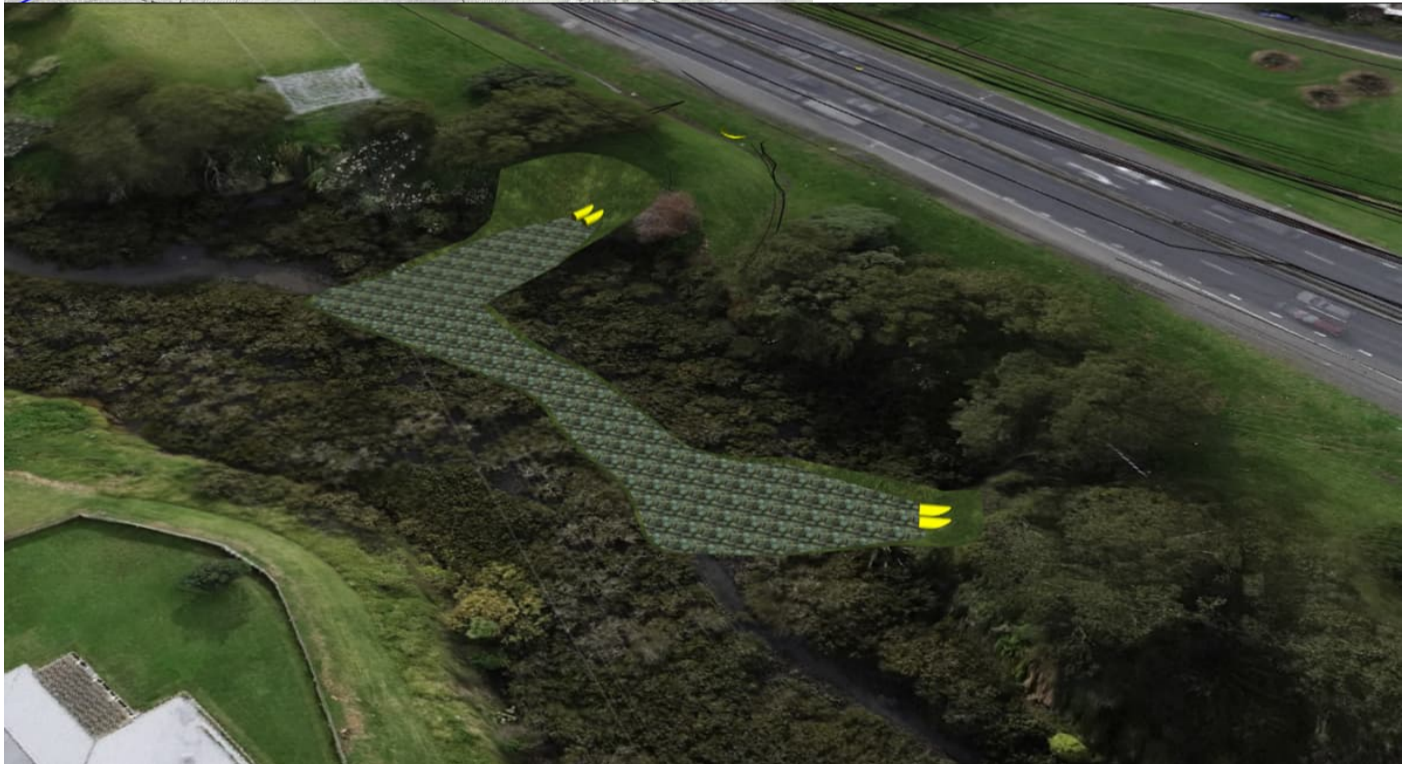
1. *Any reference to a number of days in this decision refers to working days as defined in section 2 of the RMA.*
2. *For the purpose of compliance with the conditions of consent, “the Council” refers to the Team Leader Compliance Monitoring – Southern or their delegated representative unless otherwise specified.*
3. *The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those required under the Building Act 2004 and the Heritage New Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable statutes (including the Property Law Act 2007 and the Health and Safety at Work Act 2015), regulations, relevant bylaws, and rules of law. This consent does not constitute a building consent approval. Please check whether a building consent is required under the Building Act.*
4. *An Accidental Discovery Protocol for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be developed in consultation with mana whenua.*
5. *The Accidental Discovery Protocol for areas of the Project not covered by an Archaeological Authority granted under the Heritage New Zealand Pouhere Taonga Act 2014 shall be consistent with the Accidental Discovery rules (Chapter E11) of the Auckland Unitary Plan Operative in Part or any subsequent version.*

Attachment 11 – Stormwater Outfall Table

Summary of Structural Elements for Eastern Busway 2 Stormwater Outfalls

Outfall Name	Drawing Exert	AUP – Chapter E3 Controls (E3.6.1.10 and E3.6.1.14) and AUP - E26.3.3.1					NES - Freshwater							
		Total length of instream structure is less than 30m	Area of vegetation clearance proposed within stream riparian margins Area of vegetation clearance proposed within coastal area	Is stream disturbance less than 10m (excluding structure)?	Fish passage not obstructed	1 per cent annual exceedance probability (AEP) flood provided for.	Fish Passage Provided up and downstream	Culvert laid parallel to the slope of the bed of the river	Mean cross-sectional water velocity in the culvert no greater than that in all immediately adjoining river reaches	Culvert's width where it intersects with the bed of the river or connected area (s) and the width of the bed at that location (w), both measured in metres, must compare as follows: (i) where $w \leq 3$, $s \geq 1.3 \times w$; (ii) where $w > 3$, $s \geq (1.2 \times w) + 0.6$	Culvert is open-bottomed or has its invert must be placed so that at least 25% of the culvert's diameter is below the level of the bed:	Bed substrate must be present over the full length of the culvert and stable at the flow rate at or below which the water flows for 80% of the time	Culvert provides for continuity of geomorphic processes	Area of vegetation within 10m a wetland for specified infrastructure (includes mangroves) Area of Earthworks or land disturbance outside a 10 m, but within a 100 m of a wetland (includes mangroves) Area of Earthworks or land disturbance outside a 10 m, but within a 100 m, setback from a natural wetland is a discretionary activity if it— is likely to result, in the complete or partial drainage of all or part of the natural wetland.
06-05		Works are in the CMA. Resource consent not required.	Approximately 1120m ² of vegetation clearance proposed for the two outfalls. Resource consent required.	Works are in the CMA. Resource consent not required.	Works are in the CMA. Resource consent not required.	Works are in the CMA. Resource consent not required.	Works are in the CMA. Resource consent not required.	No, this is not culvert, this is a network drainage pipe discharging to CMA. Resource consent not required.	There are no immediately joining river tributaries only discharges from network drainage pipes. Velocities are reduced by energy dissipation measures at outfalls Resource consent not required	Not a stream and not a culvert. Twin 750 mm network drainage pipes. W = 1.1 m S = 1.728 m Resource consent not required.	Closed bottom network drainage pipe discharging to CMA. Twin 750 mm pipes invert level is 250 mm above bed level. Resource consent not required.	Not a culvert, it's a network drainage pipe and there is no Bed substrate present Resource consent not required.	Not a culvert and does not provide for continuity of geomorphic processes Resource consent not required.	The construction of two new stormwater outfalls will require the removal of approximately 4262m ² of a mangrove dominated coastal wetland within the Tamaki River. The construction of two new stormwater outfalls will require the disturbance of approximately 4262m ² of a mangrove dominated coastal wetland within the Tamaki River. Resource consent required.

Summary of Structural Elements for Eastern Busway 2 Stormwater Outfalls

Outfall Name	Drawing Exert	AUP – Chapter E3 Controls (E3.6.1.10 and E3.6.1.14) and AUP - E26.3.3.1												
		NES - Freshwater												
		Total length of in-stream structure is less than 30m	Area of vegetation clearance proposed within stream riparian margins Area of vegetation clearance proposed within coastal area	Is stream disturbance less than 10m (excluding structure)?	Fish passage not obstructed	1 per cent annual exceedance probability (AEP) flood provided for.	Fish Passage Provided up and downstream	Culvert laid parallel to the slope of the bed of the river	Mean cross-sectional water velocity in the culvert no greater than that in all immediately adjoining river reaches	Culvert's width where it intersects with the bed of the river or connected area (s) and the width of the bed at that location (w), both measured in metres, must compare as follows: (i) where $w \leq 3$, $s \geq 1.3 \times w$; (ii) where $w > 3$, $s \geq (1.2 \times w) + 0.6$	Culvert is open-bottomed or has its invert must be placed so that at least 25% of the culvert's diameter is below the level of the bed:	Bed substrate must be present over the full length of the culvert and stable at the flow rate at or below which the water flows for 80% of the time	Culvert provides for continuity of geomorphic processes	Area of vegetation within 10m a wetland for specified infrastructure (includes mangroves) Area of Earthworks or land disturbance outside a 10 m, but within a 100 m of a wetland (includes mangroves) Area of Earthworks or land disturbance outside a 10 m, but within a 100 m, setback from a natural wetland is a discretionary activity if it— is likely to result, in the complete or partial drainage of all or part of the natural wetland.
89-19	 	Works are in the CMA. Resource consent not required.	Approximately 1120m ² of vegetation clearance proposed for the two outfalls. Resource consent required.	Works are in the CMA. Resource consent not required.	Works are in the CMA. Resource consent not required.	Works are in the CMA. Resource consent not required.	No – Network Drainage not a Culvert, there is no upstream waterway channels and no fish passage provided Resource consent not required.	No, this is not culvert, this is a network drainage pipe discharging to CMA. Resource consent not required.	There are no immediately joining river tributaries only discharges from network drainage pipes. Velocities are reduced by energy dissipation measures at outfalls Resource consent not required.	Not a stream and not a culvert. Twin 750 mm network drainage pipes. $W = 1.1$ m $S = 1.728$ m Resource consent not required.	Closed bottom network drainage pipe discharging to CMA. Twin 750 mm pipes invert level is 140 mm below bed level. Resource consent not required.	Not a culvert, it's a network drainage pipe and there is no Bed substrate present Resource consent not required.	Not a culvert and does not provide for continuity of geomorphic processes Resource consent not required.	The construction of two new stormwater outfalls will require the removal of approximately 4262m ² of a mangrove dominated coastal wetland within the Tamaki River. The construction of two new stormwater outfalls will require the disturbance of approximately 4262m ² of a mangrove dominated coastal wetland within the Tamaki River. Resource consent required.