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

**Date:** Monday 21 to Thursday 24 August 2023  
Monday 28 to Thursday, 31 August 2023  
Monday 4 to Thursday, 7 September 2023  
Monday 11 to Thursday, 14 September 2023

**Time:** 9.30am

**Venue:** TBC

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**HEARING REPORT – VOLUME FOUR**

**FIVE NOTICES OF REQUIREMENT**

**AIRPORT TO BOTANY BUS RAPID TRANSIT CORRIDOR**

**THE SUPPORTING GROWTH ALLIANCE  
(AUCKLAND TRANSPORT AND WAKA KOTAHI  
NZ TRANSPORT AGENCY)**

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**COMMISSIONERS**

**Chairperson** David Wren  
**Commissioners** Alan Pattle  
Basil Morrison

Bevan Donovan  
KAITOHUTOHU WHAKAWĀTANGA  
HEARINGS ADVISOR

Telephone: 09 890 8056 or 021 325 837  
Email: [bevan.donovan@aucklandcouncil.govt.nz](mailto:bevan.donovan@aucklandcouncil.govt.nz)  
Website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

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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.

## **WHAT HAPPENS AT A HEARING**

### **Te Reo Māori and Sign Language Interpretation**

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

### **Hearing Schedule**

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

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

### **Cross Examination**

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

### **The Hearing Procedure**

The usual procedure for a hearing is:

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

**FIVE NOTIFIED NOTICES OF REQUIREMENT TO THE AUCKLAND COUNCIL UNITARY PLAN BY THE SUPPORTING GROWTH ALLIANCE (AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY)**

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<b>Appendix Five</b>	Suggested Condition Sets NoR1 to NoR4a; NoR4b	957 - 1134

Trevor Mackie, Planner (consultant)

Reporting on proposed Notice of Requirements – see page 10 for full details.

**REQUIRING AUTHORITY:** THE SUPPORTING GROWTH ALLIANCE (AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY)

**VOLUME THREE** **1135 - 1146**

<b>SUBMITTERS - NOR 1 - BUS RAPID TRANSIT - BOTANY TO RONGOMAI PARK (AUCKLAND TRANSPORT):</b>	
Page 1147	Xu Yajun
Page 1149	Kawaljeet Singh
Page 1151	Litao Chen
Page 1153	Eddie Cheok
Page 1155	Balwinder Singh
Page 1156	Ugan Naidoo
Page 1157	Roger Dundang
Page 1158	P Thambirajah & T Paskaranandavadivel
Page 1160	Kamlesh Rana & 33 Signatories

Page 1199	BPG Developments Limited
Page 1205	Mr Aisea Sasalu
Page 1207	Theresa Tusa
Page 1209	Vanessa Phillips
Page 1263	Huaxiu Wang
Page 1265	Tanaz and Rustom Turel
Page 1270	Kathleen Waller
Page 1272	Danny Charanjit Singh
Page 1276	Rajnish Kalsi
Page 1278	Kindercare Learning Centres Limited
Page 1311	Mr Modher Adnan Abdulrazak Barakat and Mrs Yessar Ahmed Ali Barakat
Page 1319	National Mini Storage Limited
Page 1324	Anil Rodrigues
Page 1326	Business East Tamaki
Page 1330	Samir Chalabi
Page 1333	Taruna and Saurabh Tiwary
Page 1335	Heather Haylock
Page 1385	TIM Nominees Limited and The Saint Johns College Trust Board
Page 1409	Phisan Charoenmongkhonwilai
Page 1411	Samantha Searle
Page 1413	Paul Reyneke
Page 1467	Matthew Cheeseman
Page 1521	Maureen Irwin
Page 1575	Laura Unasa
Page 1629	Emerson Cheeseman
Page 1683	Tasman Accounting trustee Ltd
Page 1687	Jamie Khang Nguyen
Page 1691	Heritage New Zealand Pouhere Taonga
Page 1694	Mohammad Meraj
Page 1696	Kim Bloom
Page 1698	Telecommunications Submitters
Page 1705	Kāinga Ora Homes And Communities
Page 1730	Watercare Services Limited
Page 1734	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 1738	Selemena Afamasaga
Page 1739	Paul Street, on behalf of Street Properties Limited.
Page 1741	Te Akitai Waiohua Waka Taua Trust

**LATE SUBMITTERS NOR 1 - BUS RAPID TRANSIT - BOTANY TO RONGOMAI PARK (AUCKLAND TRANSPORT):**

Page 1743	East Tamaki Investments Limited
Page 1752	Beale Partnership
Page 1759	Howard Property Limited
Page 1768	Ormiston Centre Ltd

**VOLUME FOUR**

**1773 - 1784**

**SUBMITTERS - NOR 2 - NOTICE OF REQUIREMENT: RONGOMAI PARK TO PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE) (AUCKLAND TRANSPORT):**

Page 1785	Josh Tiro
Page 1787	Pengxiang Huang
Page 1789	Neha Singh
Page 1791	Ram Chandar
Page 1792	Manjinder Singh Birk
Page 1793	Rawandeep Kaur
Page 1794	Lokesh Gera
Page 1795	Monish Anish Prasad
Page 1797	SPG Manukau Limited
Page 1825	Jude Manoharan
Page 1827	Maki Joseph-Tereroa and Makea-Rupe Tereroa
Page 1829	Lynette Henderson
Page 1831	Duncan and Sandra Loudon
Page 1837	Simran Krishna
Page 1839	Aneeta Krishna
Page 1841	Ashok Krishna
Page 1843	Murdoch Newell Management Limited
Page 1854	The Legends Property Limited
Page 1859	Kamlesh Rana & 33 Signatories
Page 1898	Ormiston Centre Ltd
Page 1901	Renaissance Apartments Body Corporate 316863
Page 1906	Auckland University of Technology
Page 1914	Minister of Education
Page 1921	BPG Developments Limited
Page 1926	Ben Schollitt
Page 1928	Savitri Devendra
Page 1930	Aaron Chand

Page 1932	Dannie Ha
Page 1934	Australasia Branch Office of Jehovah's Witnesses
Page 1935	Reena Rani
Page 1937	Risha Kumar
Page 1939	Ramon Lopez
Page 1940	Alice Anne Lopez
Page 1941	John Isaac Subhashni Devi Sadd
Page 1942	Simran Krishna
Page 1944	Minakshi Mohanlal
Page 1946	Avisha Mohanlal
Page 1948	Business Manukau
Page 1959	Kmart NZ Holdings Limited
Page 1962	Van Den Brink 652 Limited
Page 1968	A.M. Self Limited
Page 1974	Sandeep Kumar
Page 1976	McAlvin Sembrano
Page 1978	Scentre (New Zealand) Limited
Page 1980	Z Energy Limited
Page 1987	Bunnings Limited
Page 1990	Chalmers Properties Ltd
Page 1993	Fa'ana Campbell
Page 1998	PSPIB/CPPIB Waiheke Inc
Page 2001	Auckland Body Corporate Limited
Page 2005	General Distributors Limited
Page 2008	JOLT Charge (New Zealand) Limited
Page 2011	Heather Haylock
Page 2061	Harvey Norman Properties NZ Ltd and Harvey Norman Stores Pty NZ Ltd
Page 2073	Kotare Trust
Page 2074	Mitre 10 Holdings Limited
Page 2080	Phisan Charoenmongkhonwilai
Page 2081	Mr Martyn Chalmers and Mrs Nurhayati Chalmers
Page 2090	Centuria Capital (NZ) Limited
Page 2097	Joo Han Song
Page 2099	Su Me Lee
Page 2101	Vaine Tutai Richard
Page 2103	Christian Lewis Sims
Page 2105	Danny Charanjit Singh
Page 2114	Mr Shane Robert Haylock

Page 2119	Heritage New Zealand Pouhere Taonga
Page 2122	Puhinui School
Page 2125	Abhisekh Mohanlal
Page 2127	Avisha Mohanlal
Page 2131	Roy Sembrano
Page 2137	Andrea Mead & Dr Stephanie Mead
Page 2142	Eke Panuku Development Auckland
Page 2153	Quadrant Properties Ltd
Page 2156	Arena Williams MP
Page 2171	Telecommunications Submitters - Chris Horne
Page 2178	Kāinga Ora Homes And Communities
Page 2203	Watercare Services Limited
Page 2207	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2211	Firdosh and Kashmira Siganporia
Page 2212	Selemena Afamasaga
Page 2213	Gordon Barthow
Page 2214	Te Akitai Waiohua Waka Taua Trust

**VOLUME FIVE**

**2218 - 2229**

**SUBMITTERS - NOR 3 - NOTICE OF REQUIREMENT: BUS RAPID TRANSIT – PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE) TO SH20/20B INTERCHANGE (AUCKLAND TRANSPORT):**

Page 2230	Varinder
Page 2231	Karishma Pinter
Page 2233	Colin Brent Robinson
Page 2235	Parvinder singh
Page 2237	Ronil Prasad
Page 2239	Ganpat Patel
Page 2241	Bhaveshbhai Ramanbhai Patel
Page 2243	Hsin Mila Cheung Tsai
Page 2251	Adelante Holdings
Page 2252	John Hansford
Page 2257	Kamlesh Rana & 33 Signatories
Page 2296	Birgitta Sherley Prom
Page 2298	Wiri Business Association Inc
Page 2308	Manukau Auto & Tyre Centre
Page 2309	Jasvinder Singh and Harmeet Kaur Sokhi

Page 2311	Lee mee THEN
Page 2312	Jehovah's Witnesses – Manukau Kingdom Hall Trust
Page 2313	Reena Rani
Page 2315	Michelle Joy Te Hira
Page 2320	KiwiRail Holdings Limited
Page 2322	Avisha Mohanlal
Page 2324	Minakshi Mohanlal
Page 2326	Anwar Ali Family Trust
Page 2329	Alex Herkes
Page 2330	Anahera Edmonds
Page 2333	Heather Haylock
Page 2389	Shane Robert Haylock
Page 2394	Puhinui School
Page 2397	Mr Rajesh Kumar Sachdeva & Sunita Sachdeva & Ripul Sachdeva
Page 2405	Abhisekh Mohanlal
Page 2407	Heritage New Zealand Pouhere Taonga
Page 2414	Quadrant Properties Ltd
Page 2417	Arena Williams MP
Page 2425	Telecommunications Submitters - Chris Horne
Page 2432	Kāinga Ora Homes And Communities
Page 2457	Watercare Services Limited
Page 2461	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2465	Te Akitai Waiohua Waka Taua Trust
Page 2466	Satnam Bhatt

**LATE SUBMITTERS NOR 3 - NOTICE OF REQUIREMENT: BUS RAPID TRANSIT – PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE) TO SH20/20B INTERCHANGE (AUCKLAND TRANSPORT):**

Page 2470	Anita Singh & Ramandeep Singh
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**SUBMITTERS - NOR 4A - NOTICE OF REQUIREMENT: BUS RAPID TRANSIT - SH20/20B INTERCHANGE TO ORRS ROAD (AUCKLAND TRANSPORT):**

Page 2472	Tunicin Investments Limited and Airface Limited
Page 2478	Kamlesh Rana & 33 Signatories
Page 2517	Alan James Steele
Page 2520	Altrend Properties Limited
Page 2525	Avisha Mohanlal



Page 2531	Minakshi Mohanlal
Page 2533	New Zealand Storage Holdings Limited
Page 2539	Wiri Oil Services Limited (WOSL)
Page 2545	Heather Haylock
Page 2586	Phisan Charoenmongkhonwilai
Page 2587	Heritage New Zealand Pouhere Taonga
Page 2590	Abhisekh Mohanlal
Page 2592	Telecommunications Submitters - Chris Horne
Page 2599	Fernbrook Property Ltd
Page 2602	Kāinga Ora Homes And Communities
Page 2627	Watercare Services Limited
Page 2631	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2635	Auckland International Airport Limited
Page 2639	Te Akitai Waiohua Waka Taua Trust

**SUBMITTERS - NOR 4B - NOTICE OF REQUIREMENT: ALTERATION TO DESIGNATION 6717 STATE HIGHWAY 20B – STATE HIGHWAY 20 TO AUCKLAND INTERNATIONAL AIRPORT (WAKA KOTAHI NZ TRANSPORT AGENCY):**

Page 2642	Wendy Jane Rodger
Page 2644	Kamlesh Rana & 33 Signatories
Page 2683	Maya Krishna Goundar
Page 2684	Heather Haylock
Page 2725	Heritage New Zealand Pouhere Taonga
Page 2728	Telecommunications Submitters - Chris Horne
Page 2735	Fernbrook Property Ltd
Page 2738	Watercare Services Limited
Page 2742	Ministry of Education - Te Tāhuhu o te Mātauranga
Page 2746	Auckland International Airport Limited
Page 2750	Te Akitai Waiohua Waka Taua Trust

**LATE SUBMITTERS NOR 4B - NOTICE OF REQUIREMENT: ALTERATION TO DESIGNATION 6717 STATE HIGHWAY 20B – STATE HIGHWAY 20 TO AUCKLAND INTERNATIONAL AIRPORT (WAKA KOTAHI NZ TRANSPORT AGENCY):**

Page 2752	Altrend Properties Limited
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<b>LOCAL BOARD COMMENTS ON ALL NOR'S</b>	
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Page 2758	Howick Local Board
Page 2760	Otara Papatoetoe Local Board
Page 2766	Māngere-Ōtāhuhu Local Board

### **NoR 1 - Bus Rapid Transit - Botany to Rongomai Park (Auckland Transport)**

NoR lodged by Auckland Transport for a new designation to widen Te Irirangi Drive between Botany and Rongomai Park to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running along Te Irirangi Drive
- Bus Rapid Transit stations at Smales Road, Accent Drive, and Ormiston Road – Botany Junction Shopping Centre
- walking and cycling facilities on both sides of the corridor
- swales and wetlands
- areas for construction related activities including yards, site compounds, and bridge and structure works.

### **NoR 2 - Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)**

NoR lodged by Auckland Transport for a new designation to widen a number of existing roads to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road. West-running on Davies Avenue along the edge of Hayman Park
- Bus Rapid Transit stations at Dawson Road, Diorella Drive, Ronwood Avenue, Manukau Station, and the corner of Lambie Drive and Puhinui Road Station.
- walking and cycling facilities on both sides of the corridor
- priority access for fire engine movements across the Bus Rapid Transit corridor at Papatoetoe Fire Station
- new signalised intersections at Mitre 10 and Bunnings Warehouse, Lambie Drive and Ronwood Avenue, and Puhinui Road and Plunket Avenue
- swales and wetlands
- areas for construction related activities including yards, site compounds, and bridge and structure works.

### **NoR 3 - Notice of Requirement: Bus Rapid Transit – Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange (Auckland Transport)**

NoR lodged by Auckland Transport for a new designation to widen the existing Puhinui Road between Plunket Avenue and east of the SH20/SH20B Interchange to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running along Puhinui Road connecting to the Puhinui Station concourse via a new Bus Rapid Transit bridge structure
- a Bus Rapid Transit station at Puhinui Station
- walking and cycling facilities on both sides of the corridor
- walking and cycling facilities will be provided along Cambridge Terrace, Bridge Street and Kenderdine Road
- wetland

- areas for construction related activities including yards, site compounds, and bridge and structure works.

**NoR 4a - Notice of Requirement: Bus Rapid Transit - SH20/20B Interchange to Orrs Road (Auckland Transport)**

NoR lodged by Auckland Transport for a new designation to widen Puhinui Road between the SH20/SH20B Interchange and Orrs Road to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

Key features of the proposal include:

- a dedicated Bus Rapid Transit corridor, centre-running on Puhinui Road through to the Manukau Memorial Gardens intersection (approximately 600m west of SH20/SH20B Interchange); and south running to Orrs Road
- walking and cycling facilities on southern side of the corridor
- swales
- area for construction related activities including yards, site compounds, and bridge and structure works.

**NoR 4b - Notice of Requirement: Alteration to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport (Waka Kotahi NZ Transport Agency)**

NoR lodged by Waka Kotahi NZ Transport Agency to alter Designation 6717 State Highway 20B - State Highway 20 to Auckland International Airport. The alteration is from the SH20/SH20B Interchange to Manukau Memorial Gardens.

Key features of the proposal include:

- to provide westbound lanes to Auckland Airport
- walking and cycling facilities
- a ramp from SH20B onto SH20 for southbound traffic while enabling a Bus Rapid Transit corridor.

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:328] Notice of Requirement online submission - Josh Tiro  
**Date:** Monday, 13 March 2023 9:00:17 pm

---

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

#### **Contact details**

Full name of submitter: Josh Tiro

Organisation name:

Full name of your agent:

Email address: joshtiro15@gmail.com

Contact phone number:

Postal address:  
129 Boundary Rd  
C Lover Park  
Auckland 3420

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:  
Unsure of impact on us

I or we seek the following recommendation or decision from Auckland Council:  
I have found it difficult to read the information provided. We live at 129 Boundary Rd, on the corner of Boundary rd and Te Irirangi drive. We just want to know what the impact will be on us on the property. thanks

Submission date: 13 March 2023

#### **Attend a hearing**

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

#### **Declaration**

I accept and agree that:

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

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**To:** [Unitary Plan](#)  
**Subject:** [ID:330] Notice of Requirement online submission - Pengxiang Huang  
**Date:** Wednesday, 15 March 2023 8:00:54 pm

---

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

#### **Contact details**

Full name of submitter: Pengxiang Huang

Organisation name:

Full name of your agent:

Email address: hackkah@hotmail.com

Contact phone number: 0210568229

Postal address:

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

We want to support any initiatives designed to make Auckland transport systems better, however, we are concerned about the impact of the potential changes on us i.e. potential reduction of property land owned by us and reduction in our property values.

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

We seek reasonable compensation for any potential land / property values lost due to the proposed changes.

Submission date: 15 March 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

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**To:** [Unitary Plan](#)  
**Subject:** [ID:329] Notice of Requirement online submission - Neha Singh  
**Date:** Tuesday, 14 March 2023 10:00:21 pm

---

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

#### **Contact details**

Full name of submitter: Neha Singh

Organisation name:

Full name of your agent: Neha Singh

Email address: [realunimerlien@gmail.com](mailto:realunimerlien@gmail.com)

Contact phone number:

Postal address:  
1/101 Puhinui Road Papatoetoe  
Auckland  
Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

Because mine and others houses are affected, there is no clear plan on how those affected are going to be supported once the plan is ready to begin.

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

Will Auckland Council help and assist ALL of us who are affected, by aiding in home loans, interests, and other aspects/requirements needed during the time of inflation, housing crisis and high interest rates?

Submission date: 14 March 2023

#### **Attend a hearing**

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

#### **Declaration**

I accept and agree that:

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

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:333] Notice of Requirement online submission - Ram Chandar  
**Date:** Friday, 17 March 2023 6:30:52 pm

---

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

#### **Contact details**

Full name of submitter: Ram Chandar

Organisation name:

Full name of your agent:

Email address: ram.chandar@northpower.com

Contact phone number:

Postal address:  
4 Sesame Grove  
Tōtara Height  
Manukau city 2015

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
My property @ 180 Te Irirangi Dr Glover Park

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

The reason for my or our views are:  
Upgrade on Te Irirangi Dr not required and our property is affected

I or we seek the following recommendation or decision from Auckland Council:  
Not to allow upgrades on Te Irirangi Dr which affects our property as there is shortage of housing in Auckland.

Submission date: 17 March 2023

#### **Attend a hearing**

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

#### **Declaration**

I accept and agree that:

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

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**To:** [Unitary Plan](#)  
**Subject:** [ID:335] Notice of Requirement online submission - Manjinder Singh Birk  
**Date:** Saturday, 18 March 2023 6:15:14 pm

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

#### **Contact details**

Full name of submitter: Manjinder Singh Birk

Organisation name:

Full name of your agent:

Email address:

Contact phone number: 0212146922

Postal address:  
186 puhinui road papatoetoe  
Papatoetoe  
Manukau 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

We spend 18 years and and spend money for renovation in this house,my kids grown up here so many memories

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

Yes

Submission date: 18 March 2023

#### **Attend a hearing**

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

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

No

#### **Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:336] Notice of Requirement online submission - Rawandeep kaur  
**Date:** Saturday, 18 March 2023 6:30:14 pm

---

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

#### **Contact details**

Full name of submitter: Rawandeep kaur

Organisation name:

Full name of your agent:

Email address: jasmeen117@hotmail.co.nz

Contact phone number: 0224329794

Postal address:  
A 186 puhinui road  
Papatoetoe  
Manuku 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

We live here from last 15 years and spend money for Renovation. I can't afford another mortgage and my kids grown up here and so many memories.

I or we seek the following recommendation or decision from Auckland Council:  
No

Submission date: 18 March 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:337] Notice of Requirement online submission - Lokesh Gera  
**Date:** Saturday, 18 March 2023 7:30:14 pm

---

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

#### **Contact details**

Full name of submitter: Lokesh Gera

Organisation name:

Full name of your agent:

Email address: lokeshgera@gmail.com

Contact phone number:

Postal address:

Papatoetoe  
Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

To not alter the status quo

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

To get the BRT from cavendish drive not puhinui road

Submission date: 18 March 2023

#### **Attend a hearing**

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

#### **Declaration**

I accept and agree that:

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

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
 Auckland Council  
 Level 24, 135 Albert Street  
 Private Bag 92300  
 Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

**Full Name or Name of Agent (if applicable)**

Mr/Mrs/Miss/Ms(Full Name) Monish Anish Prasad

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

**Address for service of Submitter**

94 Puhinui Road, Papatoetoe, Manukau City 2104

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

**This is a submission on a notice of requirement:**

<b>By::</b> Name of Requiring Authority	Auckland Transport
<b>For:</b> A new designation or alteration to an existing designation	Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)

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

NoR2

**My submission is:**

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

**The reasons for my views are:**

Puhinui is already such a busy road and with adding more services it will get more busy and noisy. There is lot of Vibration already, since the bus lane has been operational. Also there is no onstreet parking. It even takes extra time now to get in and out of our yard, due to bus lane and busy road.

(continue on a separate sheet if necessary)

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

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

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

03/20/2023  
 Date

**Notes to person making submission:**

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

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

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

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



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:383] Notice of Requirement online submission - SPG Manukau Limited  
**Date:** Friday, 31 March 2023 1:16:28 pm  
**Attachments:** [67 Cavendish Drive Submission 31032023.pdf](#)  
[Attachment 1 - LUC60411280 Approved Plans.pdf](#)  
[Attachment 2 - NoR plan overlaid on RC.pdf](#)

---

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

**Contact details**

Full name of submitter: SPG Manukau Limited

Organisation name: SPG Manukau Limited

Full name of your agent: Haines Planning Consultants Limited c/o Michael Treacy

Email address: michael.treacy@hainesplanning.co.nz

Contact phone number: 098832031

Postal address:  
Level 10  
17 Albert Street  
Auckland City  
Auckland 1010

**Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Please refer to attached submission letter.

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

The reason for my or our views are:  
Please refer to attached submission letter.

I or we seek the following recommendation or decision from Auckland Council:  
Please refer to attached submission letter.

Submission date: 31 March 2023

Supporting documents  
67 Cavendish Drive Submission 31032023.pdf  
Attachment 1 - LUC60411280 Approved Plans.pdf  
Attachment 2 - NoR plan overlaid on RC.pdf

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

# HAINES

PLANNING

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## NOTICE OF REQUIREMENT BY AUCKLAND TRANSPORT FOR A NEW DESIGNATION OVER 67 CAVENDISH DRIVE, MANUKAU, FOR THE AIRPORT TO BOTANY BUS RAPID TRANSIT PROJECT

### SUBMISSION BY

**SPG MANUKAU LIMITED**

---

### Introduction

1. This is a submission on the Notice of Requirement: Rongomai Park to Puhinui Station ("NoR 2") by Auckland Transport ("AT") for a new designation associated with the Airport to Botany Bus Rapid Transit ("BRT") project as it relates to the property at 67 Cavendish Drive, Manukau ("the Site") under s168 of the Resource Management Act 1991.
2. The submission is made on behalf of SPG Manukau Limited ("the Submitter").

### Airport to Botany BRT Project

3. The Airport to Botany BRT Project proposes an 18 km, dedicated, high capacity, and frequent BRT corridor and walking and cycling facilities. The Project will improve connections between the major centres of Botany, Manukau, Auckland Airport and their employment areas to existing and intensifying residential areas in southern and eastern Auckland.
4. Four new designations are proposed. NoR 2 proposes the widening of several existing roads to provide for the BRT and cycling and walking facilities from Rongomai Park to Puhinui Station. Of particular relevance to the Submitter is the proposed widening of Lambie Drive. A plan showing the extent of the proposed designation over the subject Site is illustrated in **Figure 1**.



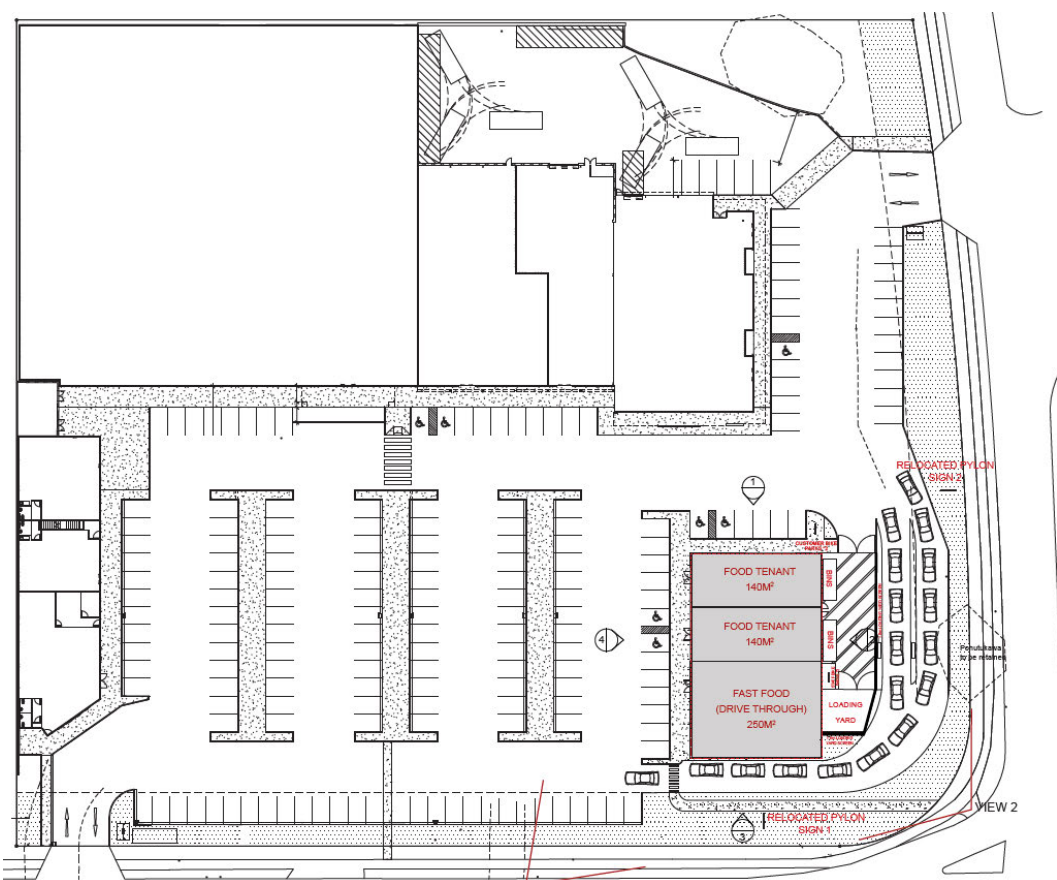
**Figure 1:** Extent of proposed designation (green dots) as it relates to 67 Cavendish Drive.

5. NoR 2 was notified on 10 March 2023.

### The Site

6. The Site is located on the north-western corner of the Lambie Drive and Cavendish Drive intersection.
7. There are currently several buildings on the Site occupied by a mix of retail and service activities including:
  - a. A large format fabrics, crafts and homewares supplier (Spotlight) serving as the primary anchor,
  - b. a homewares retailer (Bedpost),
  - c. a fitness centre (Jetts),
  - d. a discount supermarket (Reduced to Clear),
  - e. a furniture retailer (Project Kitchens),
  - f. a hair and beauty salon (The Gender Hair and Beauty),
  - g. a café (Kreem Café), and
  - h. a bank (ANZ).
8. Vehicle access to the Site is obtained via two vehicle crossings: one from Cavendish Drive located at the western end of the frontage, and a second from Lambie Drive near the Site's northern boundary. Each vehicle crossing provides for two-way all-turns vehicle movements.

9. A notable feature of the Site is its provision of on-site parking and manoeuvring areas for customers and business operators. The Site currently operates efficiently with 204 on-site parking spaces.
10. In January 2023 the Council granted a resource consent (reference LUC60411280) to convert the existing building located in the south-east corner of the Site, currently occupied by ANZ Bank, into three food and beverage tenancies. To accommodate this change of use, a 147m<sup>2</sup> addition will be undertaken to the southern side of the building.
11. The southernmost tenant within the building is proposed to operate as a fast-food drive-through restaurant. A dual-lane drive-through is proposed to the east of the building, merging to a single lane at the drive-through window on the southern side of the building.
12. A loading / servicing area is proposed on the eastern side of the building to service all three new tenancies.
13. The approved site plan is illustrated in **Figure 2** below and included as **Attachment 1**.



**Figure 2:** Approved Site Plan.

## Effects of the NoR and BRT Project

### Submission

14. The NoR proposes to take approximately 2,305m<sup>2</sup> of land from the eastern and southern road frontages of the Site. This is identified as being predominantly required for the construction of cut and fill batter slopes to integrate the future transport corridor with the Site. A large 'indentation' in the NoR extent (refer Figure 1) is also proposed in the location of the existing vehicle crossing off Lambie Drive. It is understood that this particular area of the NoR will be needed temporarily to re-level the Site with the new road corridor and replace the two-way, all-turns access to the property with a left turn entry/exit only.
15. The area of proposed NoR 2 is currently used for car parking and for Site access, including the service area and a loading bay on the northern side of the building. At least 45 parking spaces associated with the existing retail activities will be lost. It is noted that the Assessment of Effects report for NoR 2 only identifies 36 off-street spaces being lost (refer to page 85 of the AEE) and that these are used to service offices. This is incorrect. The proposed loss of land may also reduce the manoeuvring space for the remaining spaces.
16. The loss of 45 spaces will severely impact the Site's ability to operate efficiently, with consequential adverse effects on the operation(s) of the Centre and individual retailers. In turn, this will give rise to adverse social and economic effects on owners and operators within the Centre and the overall viability of the Centre itself.
17. The Project will prevent right turning movements into and out of the Site at the existing Lambie Drive vehicle crossing. This will require vehicles to utilise alternative routes within the roading network with only left-in or left-out manoeuvres being possible. Alternatively, visitors to the Site may instead utilise the all-turns Cavendish Drive vehicle crossing. Right turning manoeuvres from this access have already been reported to have safety concerns due to illegal traffic movements along the median strip.
18. Additional vehicle movements at the Cavendish Drive vehicle crossing will exacerbate the existing traffic safety concerns, which arise from drivers illegally using the central flush median and the crossing's proximity to the entry/exit driveway serving the property to the west (77 Cavendish Drive, the "Gilmour's" site). It is submitted that, in order to mitigate the increased safety risk from additional vehicles needing to use the Cavendish Drive vehicle crossing, the NoR needs to be extended westwards and show a new signalised intersection with a single, combined entry to serve both the Submitter's and Gilmours' sites.

19. The proposed land take will significantly impact the operation of the resource consented drive-through activity. The widening will take the land associated with the drive through lanes and will prevent this activity from proceeding. It will also take the land associated with the loading and servicing bay and will require the two proposed free-standing signs to be relocated. The NoR is also shown to encroach into the proposed building extension area.
20. Please refer to the **Figure 3** below and **Attachment 2** showing the designation boundary over the approved site plan.



**Figure 3:** Extent of designation as it relates to the approved resource consent.

21. The taking of the land in the north-eastern portion of the Site will significantly affect the existing service and loading area. This area supports the entire retail development and the loss of access to it will have a number of adverse operational effects on the existing tenants.

22. The Submitter opposes the NoR in its entirety as it relates to 67 Cavendish Drive for the reasons set out in this submission.
23. The Submitter further states that the NoR 2 is contrary to the sustainable management purpose of the Act in so far as the NoR extent fails to properly consider the social and economic wellbeing of:
  - a. The Site's owners and occupiers whose interests are deleteriously affected by the proposed route protection and land take; and
  - b. Ratepayers and taxpayers whose funding of the BRT costs could be reduced if alternative designs were proposed, as set out in this submission.

### **Relief Sought**

24. The Submitter seeks the following relief:
  - a. That the NoR be declined unless the matters raised in this submission are addressed to the satisfaction of the Submitter and the following amendments to the NoR are made:
    - i. That the extent of the NoR along the Site's Lambie Drive frontage be relocated eastwards to avoid the injurious affection caused by the NoR and BRT to:
      - The Submitter's land;
      - Operation of the existing retail centre; and
      - The Submitter's proposed drive-through restaurant project.
    - ii. That the extent of the NoR be extended westwards along Cavendish Drive to include installation of a new signalised intersection with a single, combined entry to serve both the Submitter's and Gilmours' sites.
    - iii. That the width of the NoR along the Site's Cavendish Drive frontage be reduced to avoid unnecessary loss of carparking spaces.
  - b. Any alternative relief of like effect; and
  - c. Any consequential or incidental amendments necessary to achieve the relief sought.

### **Procedural Matters**

25. The Submitter wishes to be heard in support of this submission.



26. The Submitter would consider presenting a joint case with any other party seeking similar relief.
27. The Submitter agrees to participate in mediation or other alternative dispute resolution and would be pleased to discuss the content of this submission with the Auckland Transport and Auckland Council staff.

---

Michael Treacy

**Date:** 31 March 2023

**Address for Service:** SPG Manukau Limited  
C/- Haines Planning Consultants Limited  
PO Box 90842  
Victoria Street West  
AUCKLAND 1142

Telephone: (09) 883 2031

Email: michael.treacy@hainesplanning.co.nz

■ **Attachment 1**

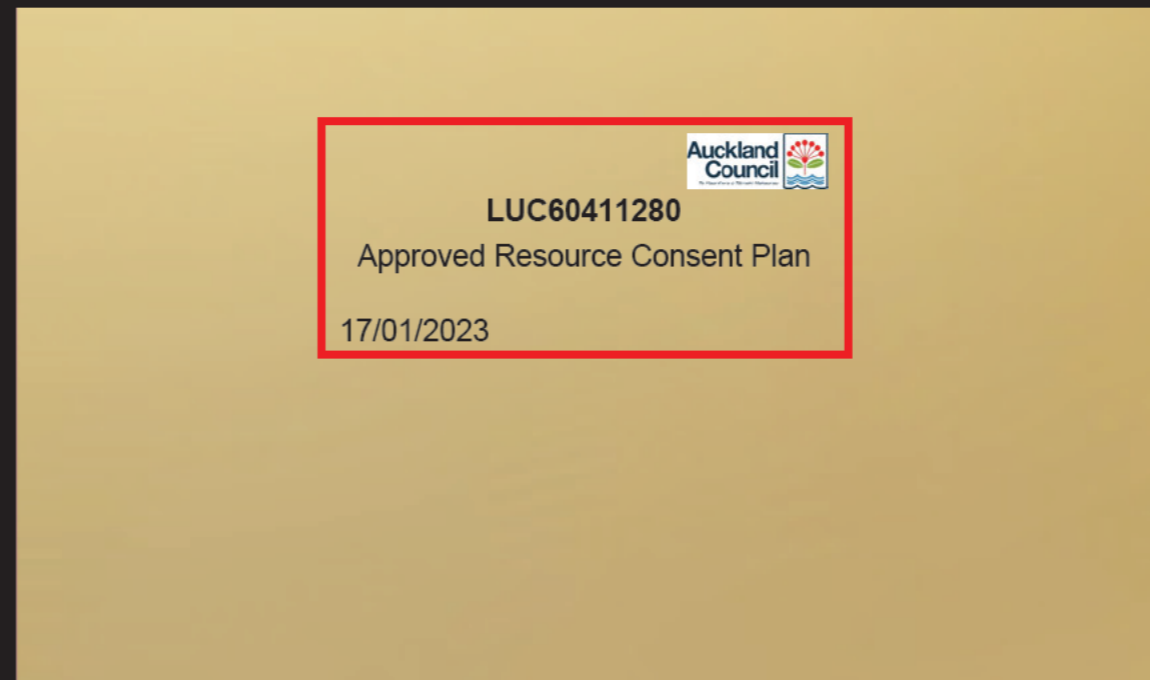
LUC60411280 Approved  
Plans

## CAVENDISH DRIVE RETAIL - RESOURCE CONSENT

67 CAVENDISH DRIVE, PAPATOETOE | AUCKLAND

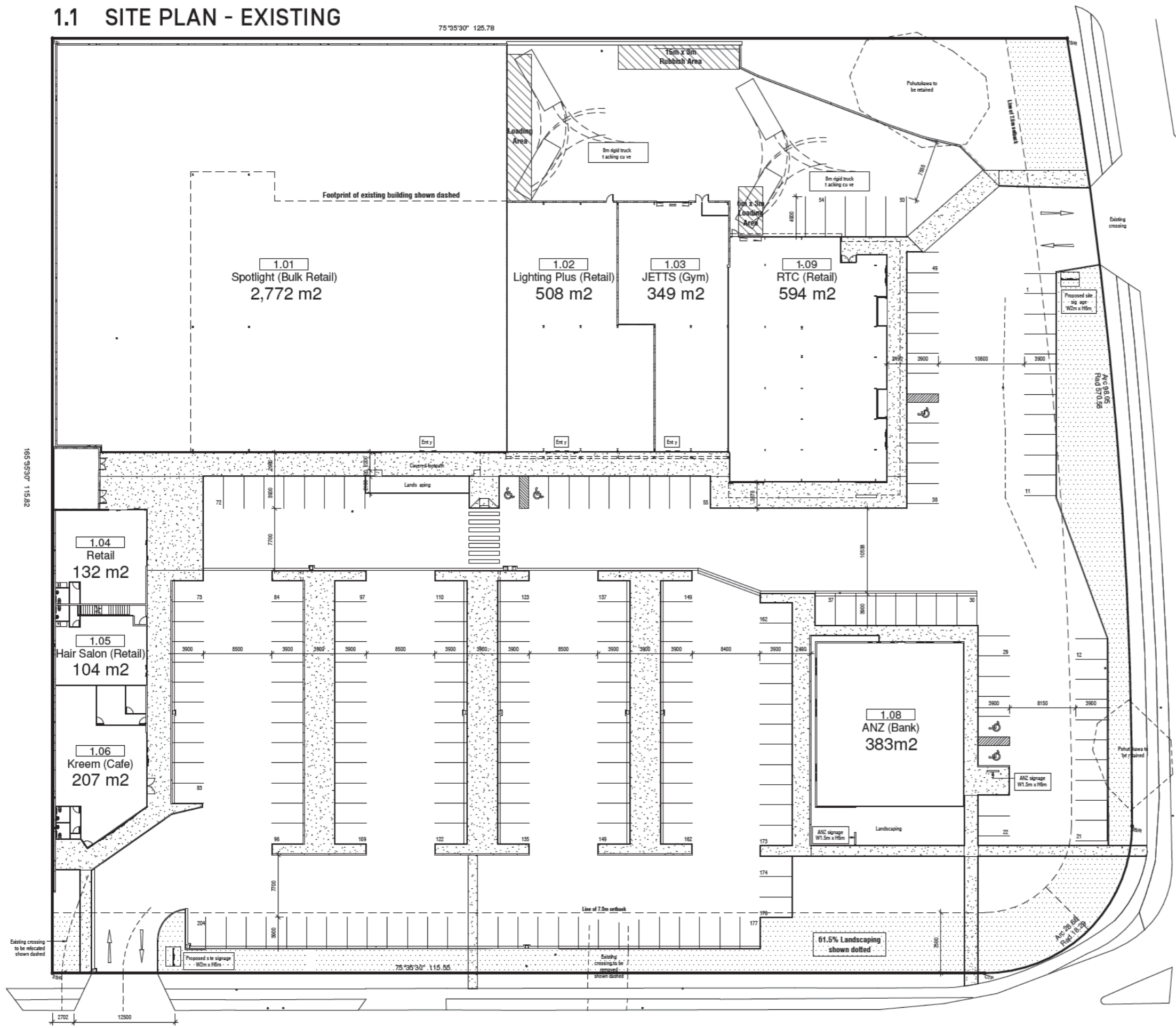
JOB NO: 22006970 - REV 2

**NOVEMBER 2022**



# 1.1 SITE PLAN - EXISTING

75°35'30" 125.78



**LUC60411280**  
 Approved Resource Consent Plan  
 17/01/2023

**2 Buildings Legend**  
1:1000

Number	Name	GFA
1.01	Spotlight (Bulk Retail)	2772 m <sup>2</sup>
1.02	Lighting Plus (Retail)	508 m <sup>2</sup>
1.03	JETTS (Gym)	349 m <sup>2</sup>
1.04	Retail	132 m <sup>2</sup>
1.05	Hair Salon (Retail)	104 m <sup>2</sup>
1.06	Kream (Cafe)	207 m <sup>2</sup>
1.07	Spotlight (Office)	333 m <sup>2</sup>
1.08	ANZ (Bank)	383 m <sup>2</sup>
1.09	RTC (Retail)	594 m <sup>2</sup>
	<b>Total</b>	<b>5382 m<sup>2</sup></b>

Caparks Provided 204

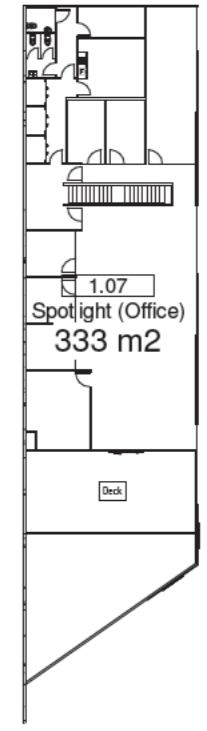
**NOTE:**  
CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS, LEVELS AND ANGLES ON SITE BEFORE COMMENCING.

**GENERAL NOTES**  
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT ARCHITECTURAL, STRUCTURAL, PLUMBING, MECHANICAL AND ELECTRICAL DRAWINGS TO AVOID CLASHES. ALL CONSTRUCTION WORK TO BE IN ACCORDANCE WITH NEW ZEALAND BUILDING CODE AND APPROVED DOCUMENTS AND NZ STANDARDS.

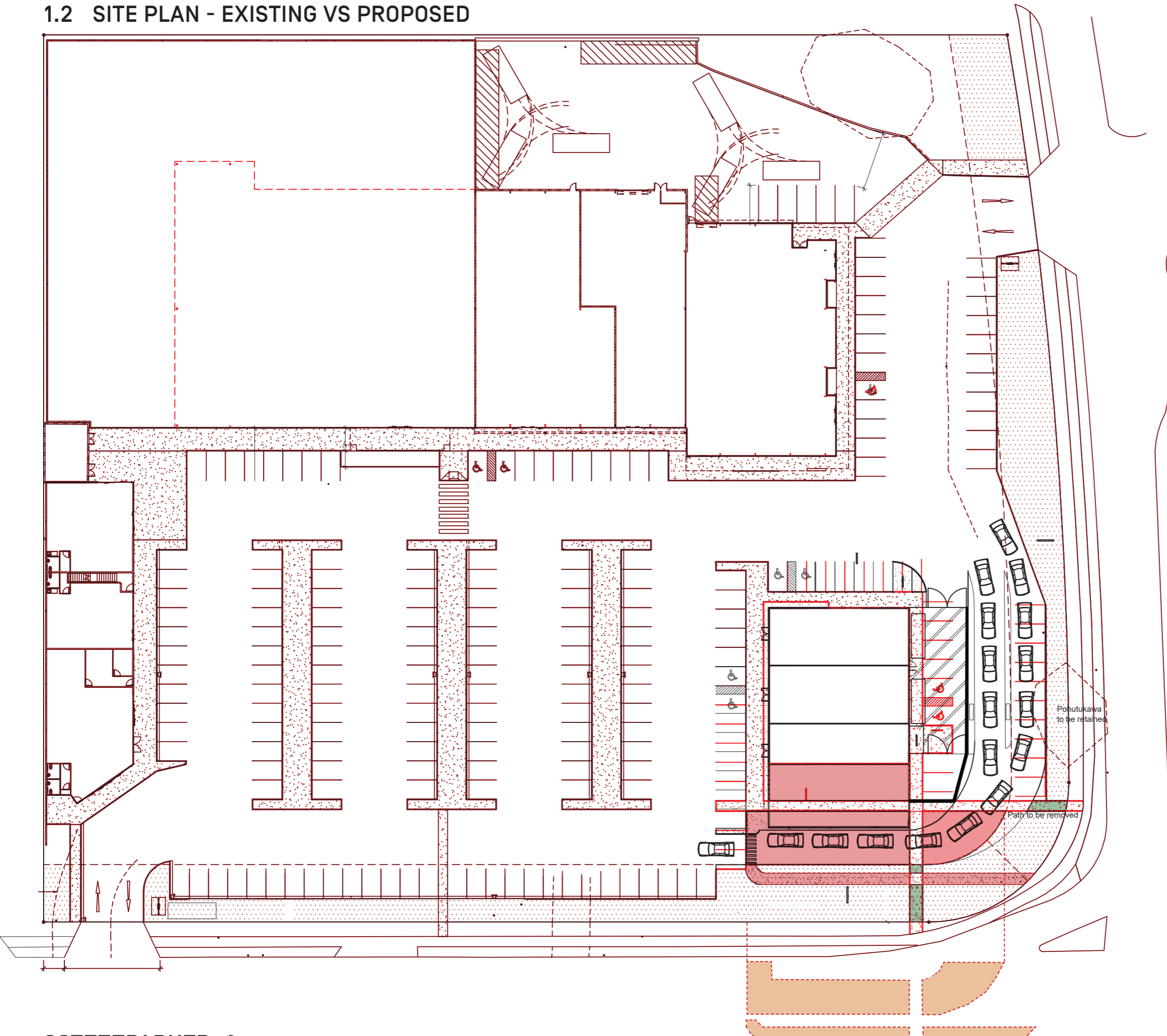
**SITE LEVELS**  
 99.00 EXISTING LEVELS  
 100.00 NEW FINISHED SURFACE LEVELS

**LEVELS**  
 ALL EXISTING FEATURES, LEVELS, CONTOURS AND BOUNDARY INFORMATION IS COPIED FROM SURVEY PLAN BY SEPARATE CONSULTANTS.

**FOOTPATH**  
 FORM 100mm REINFORCED CONCRETE FOOTPATH AS SHOWN ON PLAN.  
 CONCRETE PATH TO HAVE EXPOSED AGGREGATE WITH SELECTED CONCRETE SEALER P.M.SI.  
 EXPOSED CONCRETE AGGREGATE TO BE APPROVED BY ARCHITECT. ALLOW FOR PETER FELLS CHARCOAL COLOUR RANGE TO CONCRETE.  
 RIBBY CONCRETE ROAD KERBS TO EDGES OF FOOTPATH.



# 1.2 SITE PLAN - EXISTING VS PROPOSED

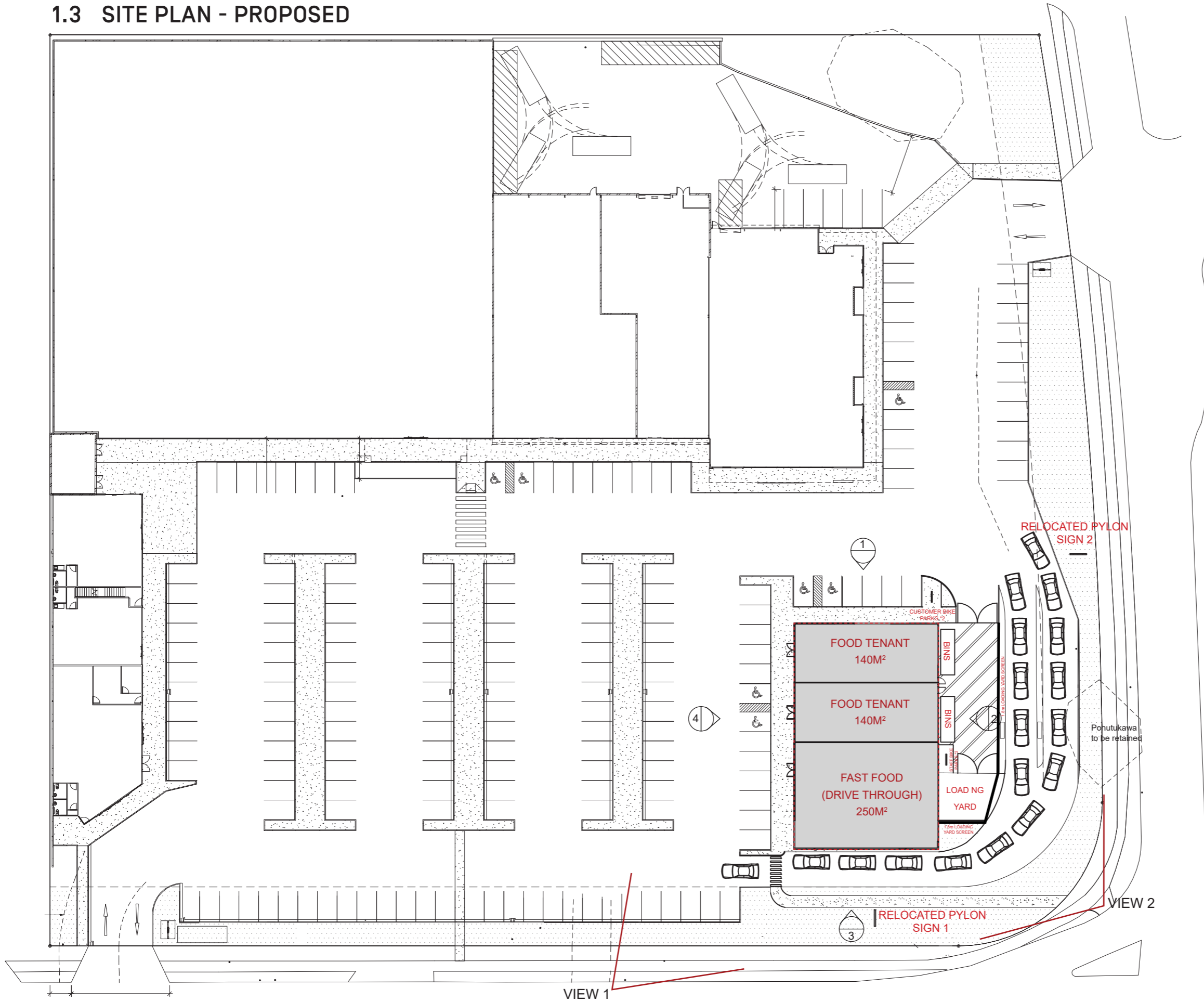


**KEY:**

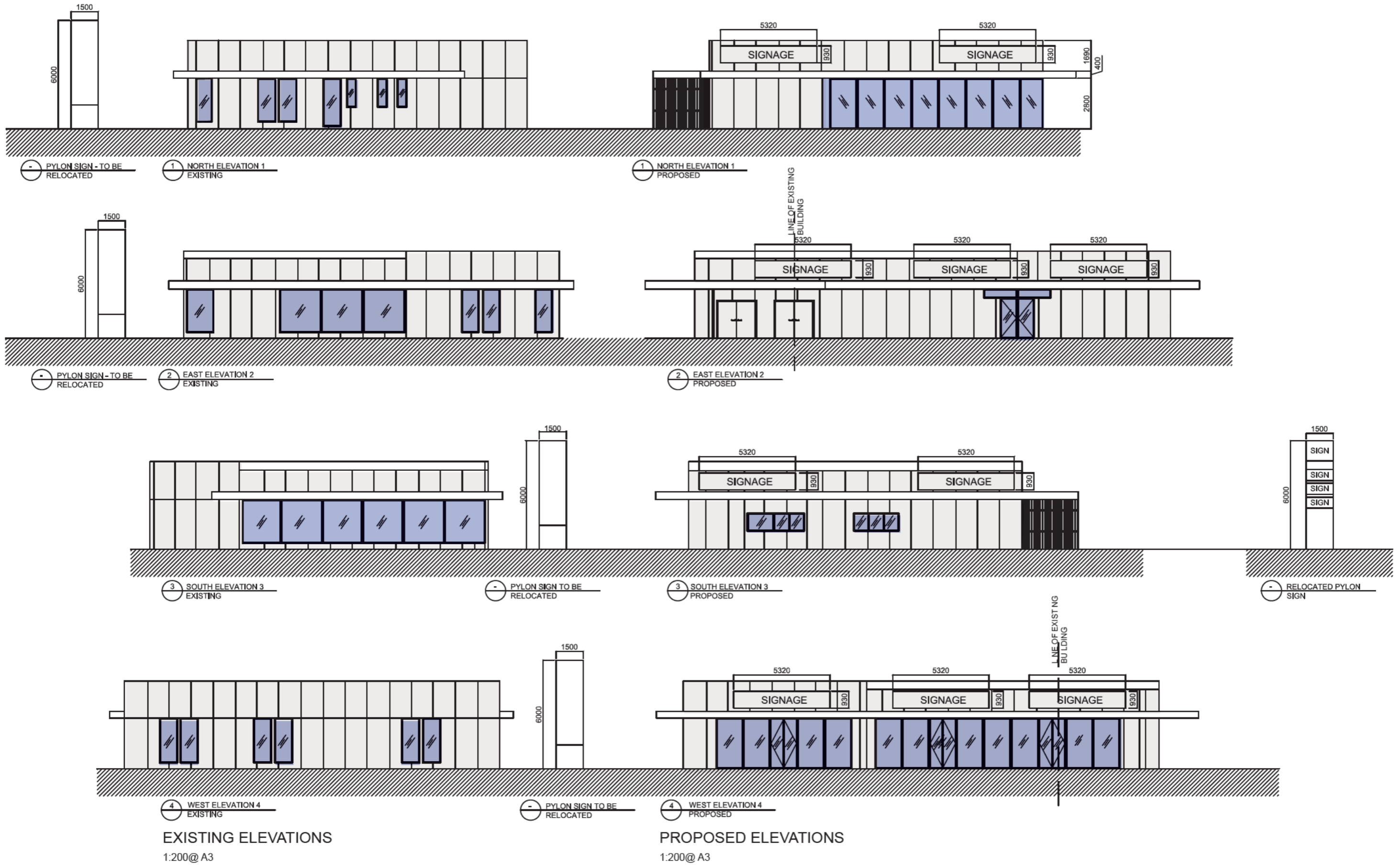
- 344.9 m<sup>2</sup> removed landscaping
- 214.3 m<sup>2</sup> additional impervious surface area
- 17.2 m<sup>2</sup> additional landscaped area

Existing building area = 383m<sup>2</sup>  
 Proposed Building Area = 530m<sup>2</sup>  
 Increase in building area of 147m<sup>2</sup>

# 1.3 SITE PLAN - PROPOSED



# 2.1 ELEVATIONS - EXISTING AND PROPOSED



### 3.1 MASSING MODEL





### 3.2 EXISTING VS PROPOSED



VIEW 1 - EXISTING



VIEW 1 - PROPOSED

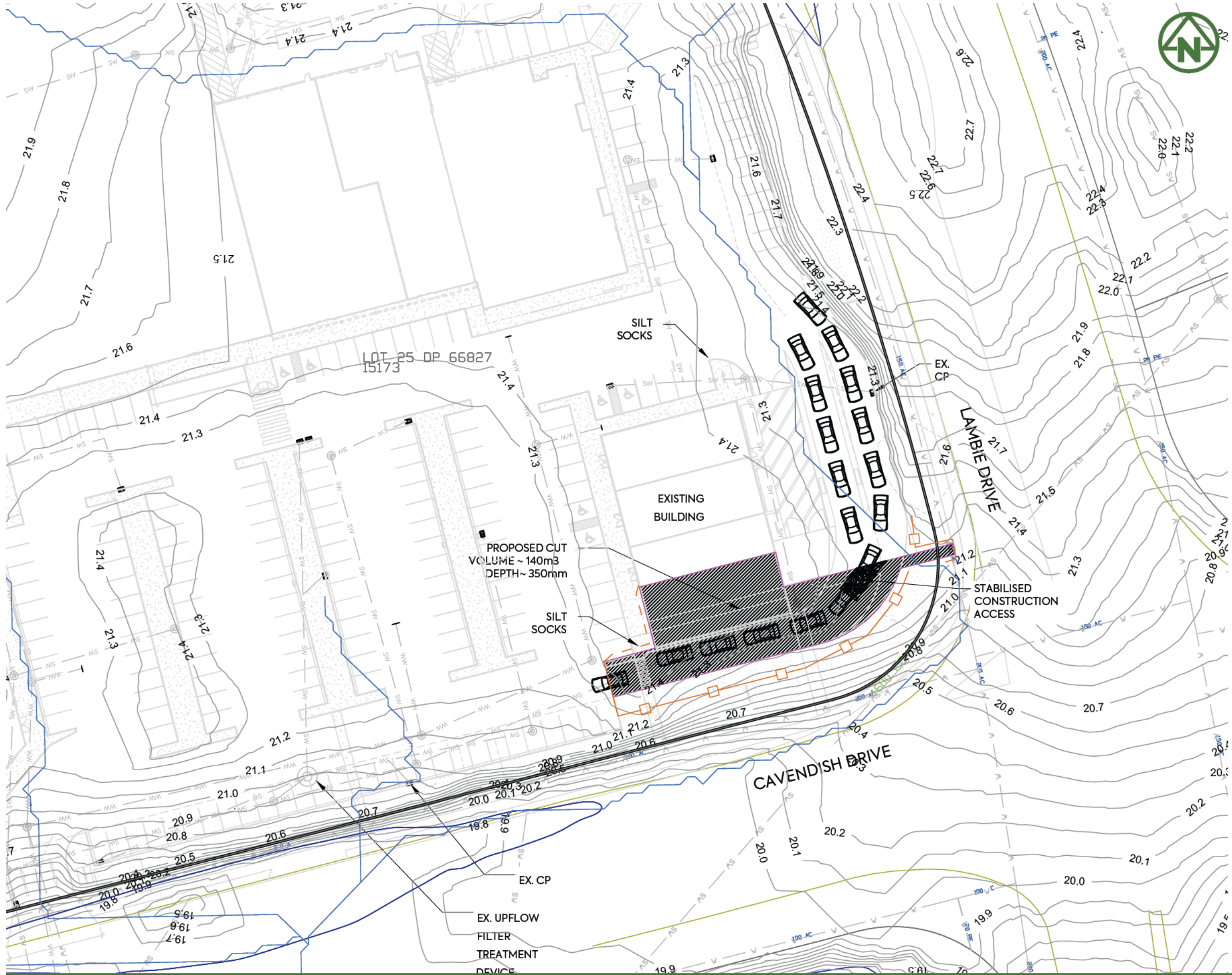
### 3.2 EXISTING VS PROPOSED



VIEW 2 - EXISTING



VIEW 2 - PROPOSED



**NOTES**

1. EROSION AND SEDIMENT CONTROL DEVICES SHOULD BE IN PLACE PRIOR TO EARTHWORKS.
2. EXISTING SERVICES TO BE PROTECTED.

**LEGEND**

- CUT AREA
- SILT SOCKS
- SILT FENCE
- EX. OVERLAND FLOW PATH

**NOTES**

1. EARTHWORKS AREA = 390m2
2. TOPSOIL STRIPPING = 40m3
3. CUT VOLUME = 140m3

CLIENT: SPOTLIGHT STORES LIMITED PROJECT: 67 CAVENDISH DRIVE MANUKAU CENTRAL DEVELOPMENT TITLE: EARTHWORKS PLAN SHEET 1 PURPOSE OF ISSUE: FOR DISCUSSION ONLY



REV	DESCRIPTION	DRN	CHK	APP	DATE
B	FOR RESOURCE CONSENT	RC	RC	RC	14/10/22
A	FIRST ISSUE	RC	RC	RC	07/10/22

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 DO NOT SCALE  
 DRAWING NO: 3194-200 REV: B  
 Page 18 of 25



**NOTES**

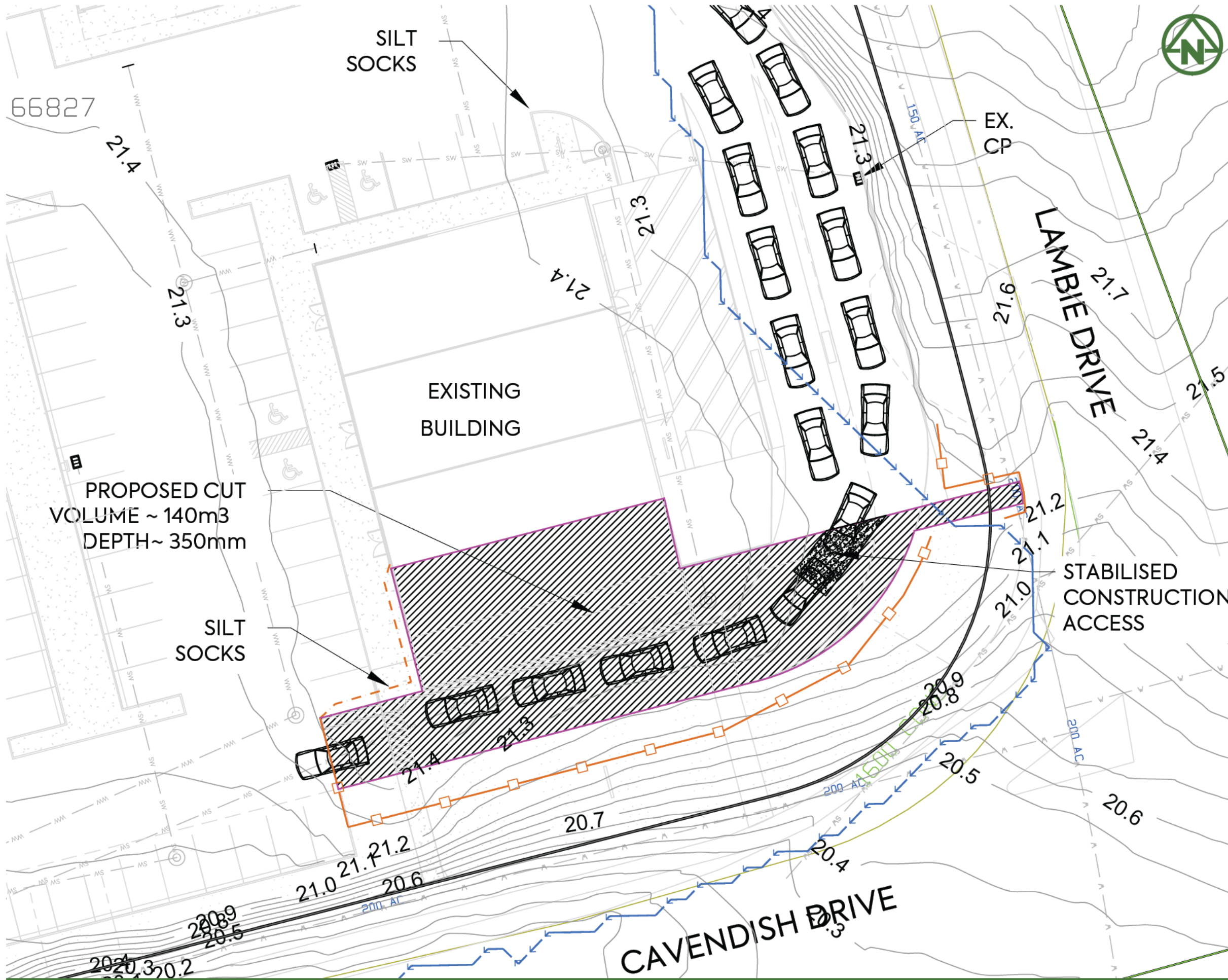
1. EROSION AND SEDIMENT CONTROL DEVICES SHOULD BE IN PLACE PRIOR TO EARTHWORKS.
2. EXISTING SERVICES TO BE PROTECTED.

**LEGEND**

- CUT AREA
- SILT SOCKS
- SILT FENCE
- EX. OVERLAND FLOW PATH

**NOTES**

1. EARTHWORKS AREA = 390m<sup>2</sup>
2. TOPSOIL STRIPPING = 40m<sup>3</sup>
3. CUT VOLUME = 140m<sup>3</sup>



CLIENT: SPOTLIGHT STORES LIMITED

PROJECT: 67 CAVENDISH DRIVE  
MANUKAU CENTRAL  
DEVELOPMENT

TITLE: EARTHWORKS PLAN  
SHEET 2

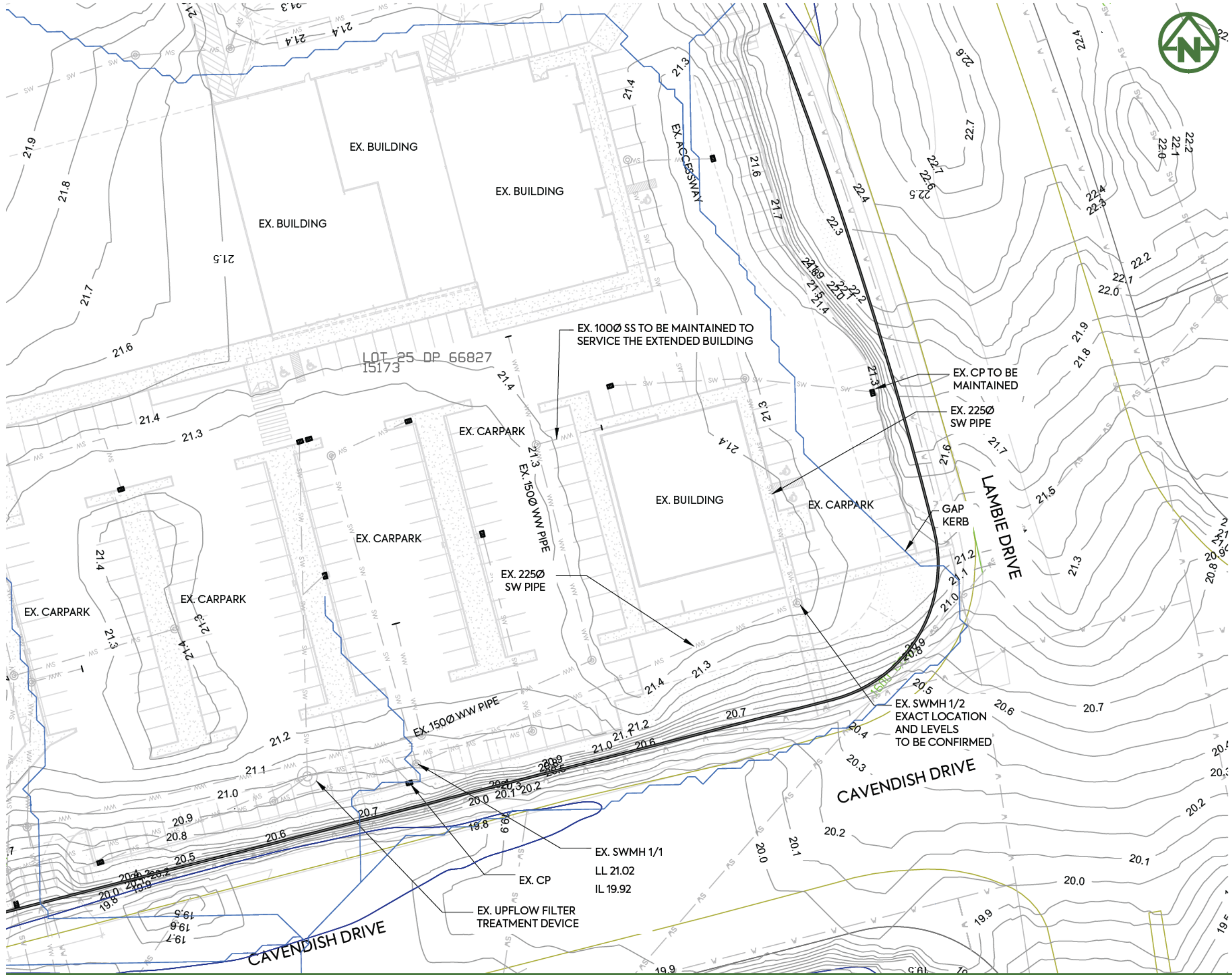
PURPOSE OF ISSUE:  
FOR DISCUSSION ONLY

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DRAWING NO: 3194-201 REV: B  
Page 18 of 28



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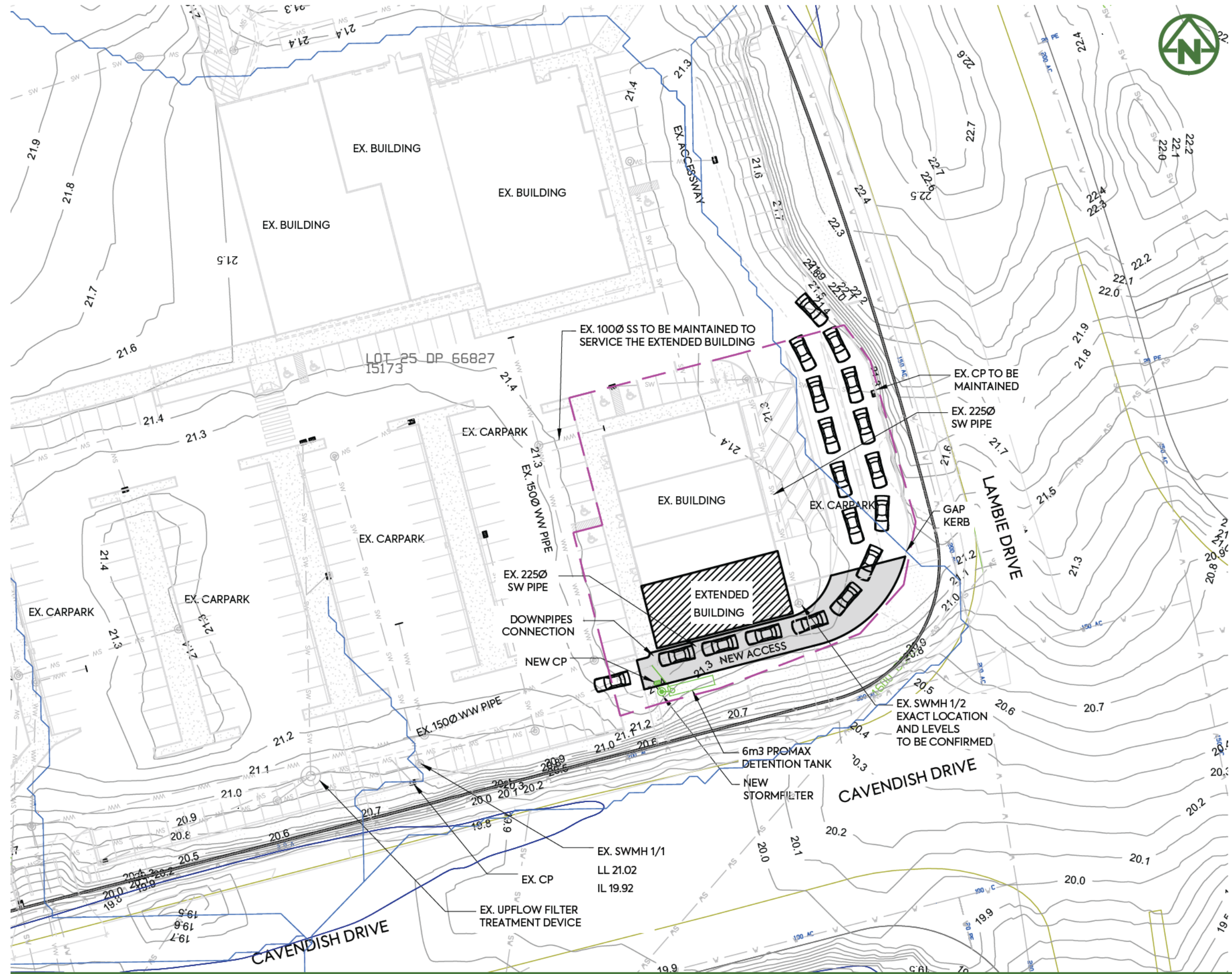


CLIENT: SPOTLIGHT STORES LIMITED PROJECT: 67 CAVENDISH DRIVE MANUKAU CENTRAL DEVELOPMENT TITLE: EXISTING SITE PLAN PURPOSE OF ISSUE: FOR DISCUSSION ONLY



REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
B	FOR RESOURCE CONSENT	RC	RC	RC	14/10/22
A	FIRST ISSUE	RC	RC	RC	7/10/22

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DO NOT SCALE	
DRAWING NO:	3194-400
REV:	B



LEGEND

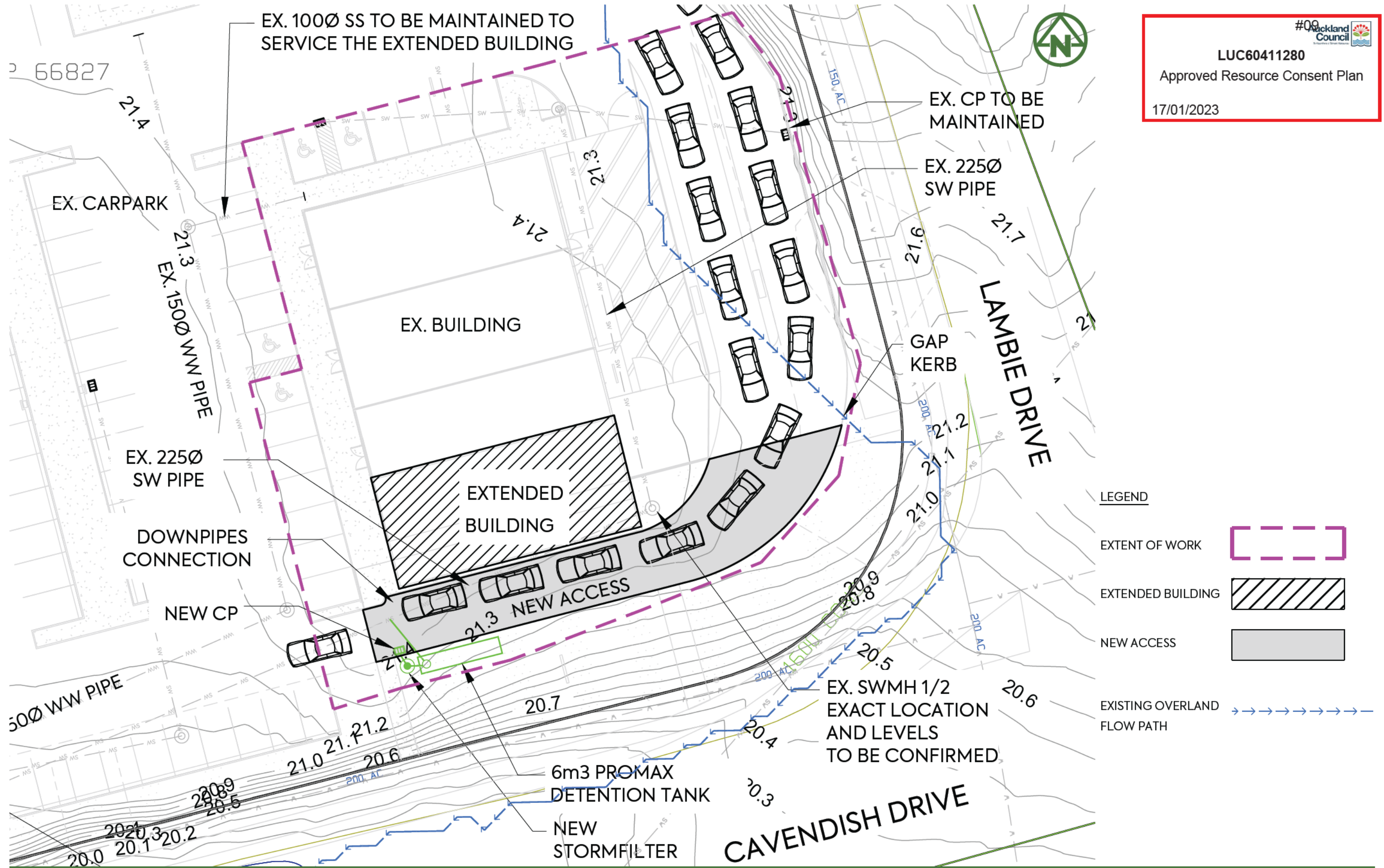
- EXTENT OF WORK
- EXTENDED BUILDING
- NEW ACCESS

CLIENT: SPOTLIGHT STORES LIMITED PROJECT: 67 CAVENDISH DRIVE MANUKAU CENTRAL DEVELOPMENT TITLE: PROPOSED DRAINAGE PLAN SHEET 1 PURPOSE OF ISSUE: FOR DISCUSSION ONLY



REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
B	FOR RESOURCE CONSENT	RC	RC	RC	14/10/22
A	FIRST ISSUE	RC	RC	RC	7/10/22

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DO NOT SCALE	
DRAWING NO: 3194-401	REV: B

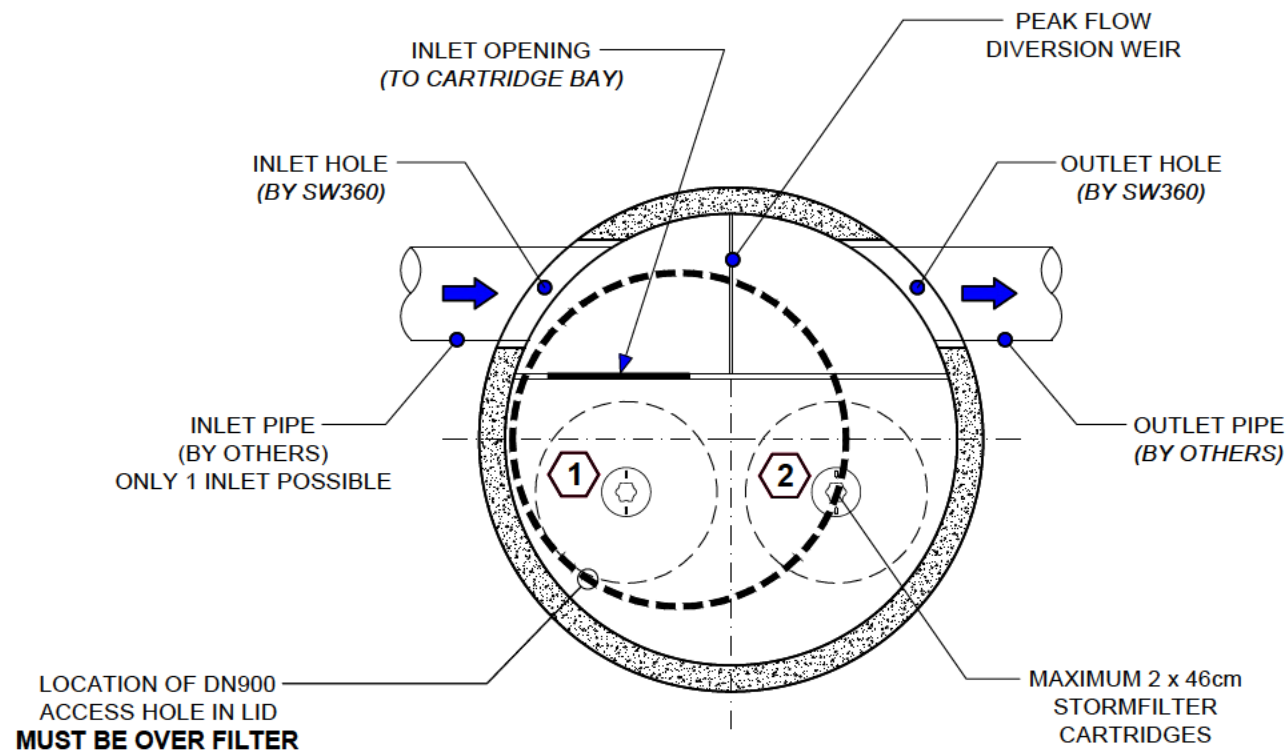


REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
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A	FIRST ISSUE	RC	RC	RC	7/10/22



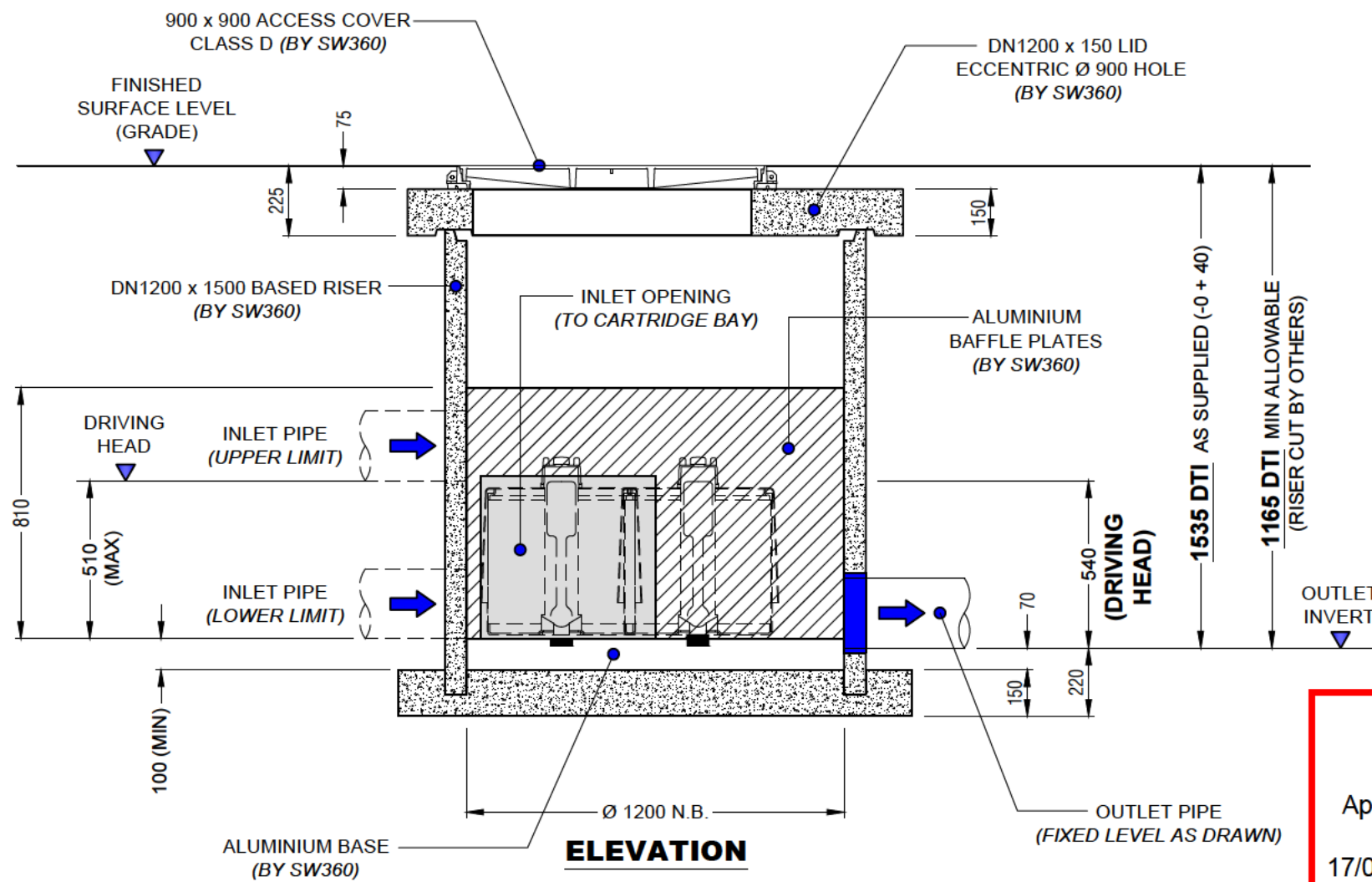
CLIENT: SPOTLIGHT STORES LIMITED PROJECT: 67 CAVENDISH DRIVE MANUKAU CENTRAL DEVELOPMENT TITLE: PROPOSED DRAINAGE PLAN SHEET 2 PURPOSE OF ISSUE: FOR DISCUSSION ONLY

SCALE: 1:250  
DO NOT SCALE  
DRAWING NO: 3194-402 REV: B  
Page 1819



**PLAN**

(ACCESS COVER AND LID REMOVED)



**ELEVATION**

**TO BE COMPLETED BY CUSTOMER / CONTRACTOR**

#09

COMPANY :		P.O. NUMBER :	
SITE ADDRESS :			
SITE CONTACT & PHONE :			
PREFERRED DELIVERY DATE (TBC SW360) :			
STORMFILTER REFERENCE (IF APPLICABLE) :			
INLET PIPE Ø : DN225 RCRRJ - MAX DN300 PVC - MAX	PIPE MATERIAL : (PVC OR RCRRJ)	CORE DRILL Ø :	INLET (IL) :
OUTLET PIPE Ø : DN225 RCRRJ - MAX DN300 PVC - MAX	PIPE MATERIAL : (PVC OR RCRRJ)	CORE DRILL Ø :	OUTLET (IL) :
LID LEVEL (RL) :	DTI :	ORIENTATION : 180° (AS DRAWN) / 90° / 135°	
COMPLETED BY :		SIGNED :	DATE :

**TO BE COMPLETED BY SW360**

SW360 PRODUCT CODE :				
MEDIA TYPE (CIRCLE ONE) :	PERLITE	ZPG	OTHER :	
CARTRIDGE QTY (STATE) :				PRE-INSTALLATION (Y/N) :
SP FLOW RATE (CIRCLE ONE) :	FULL (Ø 25.0 ID) RED	3 QTR (Ø 21.8 ID) GREY	HALF (Ø 17.9 ID) ORANGE	OTHER :
ACCESS COVER (CIRCLE ONE) :	900 x 900 WEB-FORGE / CLASS D			OTHER :
COMPLETED BY :	SIGNED :			DATE :

**NOTES**

1. MANHOLE UNIT FITTED WITH 2 SWIFTLIFT ANCHOR POINTS. DO NOT EXCEED 60 DEGREE LIFT ANGLE. CONCRETE LID FITTED WITH 4 SWIFTLIFT ANCHOR POINTS.
2. UNIT SUPPLIED WITH INLET & OUTLET CORE DRILLED.
3. SEALING / GROUTING OF MANHOLE COMPONENTS AND PIPES BY CONTRACTOR. ENSURING LOCAL CODES AND REGULATIONS ARE COMPLIED WITH.
4. ANY RISERS REQUIRED TO INCREASE THE DEPTH TO INVERT (DTI) FROM THAT AS DRAWN TO BE SUPPLIED BY THE CONTRACTOR.
5. FOR A DTI EXCEEDING 5m PLEASE CONTACT **0800STORMWATER**.
6. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION RELATED EROSION RUNOFF.
7. BACKFILL, BEDDING AND BUOYANCY DESIGN BY ENGINEER OF RECORD
8. QTY OF CARTRIDGES BY ENGINEER OF RECORD.
9. CONCRETE MANHOLE RISERS ARE DESIGNED AND MANUFACTURED IN ACCORDANCE WITH AS/NZS 4058 : 2007
10. CONCRETE MANHOLE BASES ARE DESIGNED AND MANUFACTURED IN ACCORDANCE WITH NZS 3101 : 2006 & NZS 3109 : 1997
11. CONCRETE LID DESIGNED AND MANUFACTURED TO HN-HO-72
12. FOR REQUIREMENTS OUTSIDE OF DRAWING SPECIFICATIONS PLEASE CONTACT **0800STORMWATER**.



LUC60411280

Approved Resource Consent Plan

17/01/2023

**APPROX WEIGHTS**

MANHOLE SECTION INCLUDING CARTRIDGES : **2000 Kg**  
(AS DELIVERED, BASED ON QTY 2 ZPG CARTS)  
LID WEIGHT : **520 Kg**



0800 STORMWATER  
sales@stormwater360.co.nz  
www.stormwater360.co.nz

**CONDITION OF USE**

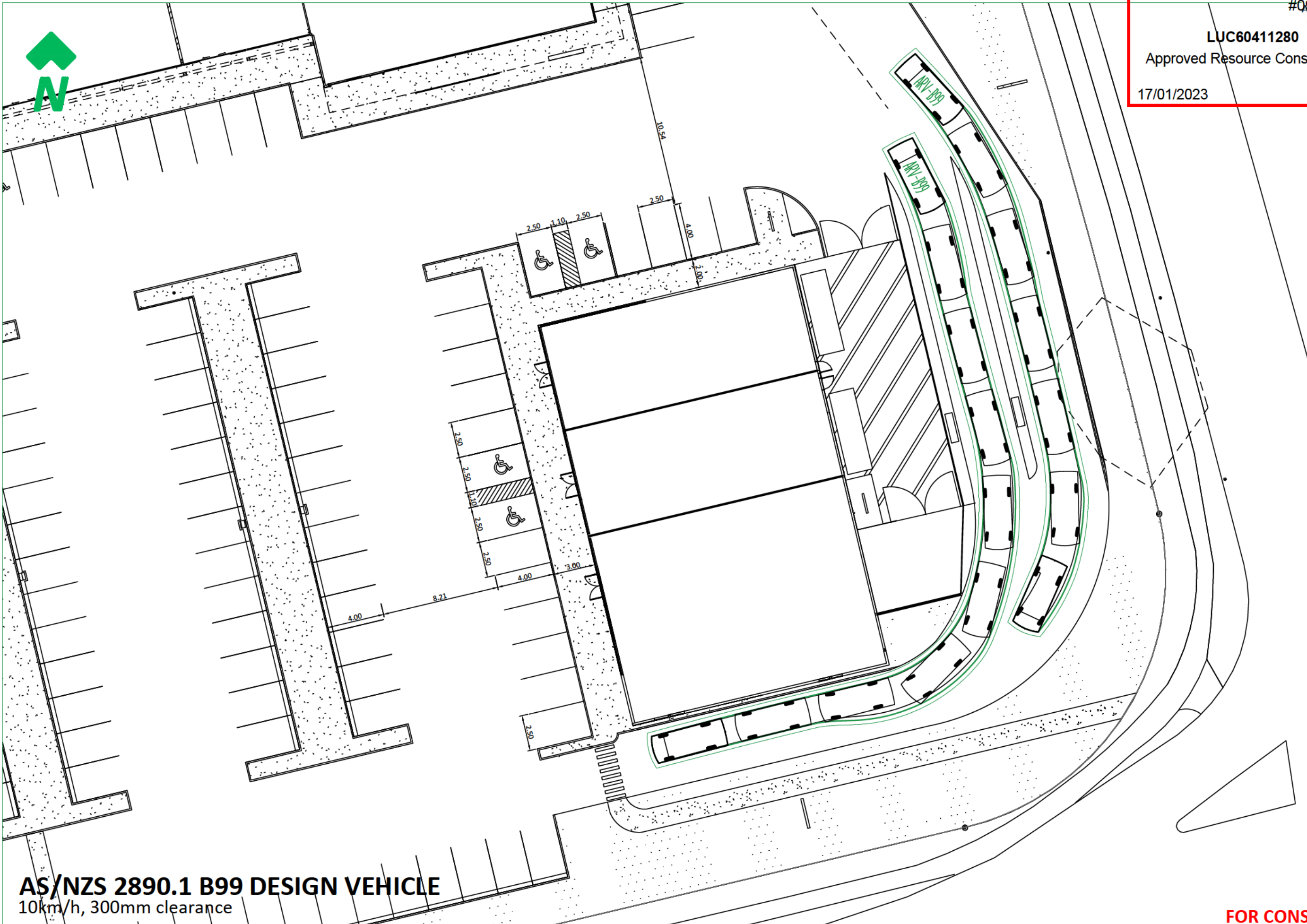
© STORMWATER360 2019  
Any unauthorised reproduction of this drawing in part or in full is prohibited

STORMFILTER® PEAK DIVERSION  
OFF - LINE CARTRIDGE FILTRATION SYSTEM  
46cm CART / DN1200 x 1500 MH - TRAFFICABLE  
GENERAL ARRANGEMENT

SCALE : N.T.S. DRG No : SF-MHPD-46-1200-T-20 REV : 0 DATE : 22.05.19

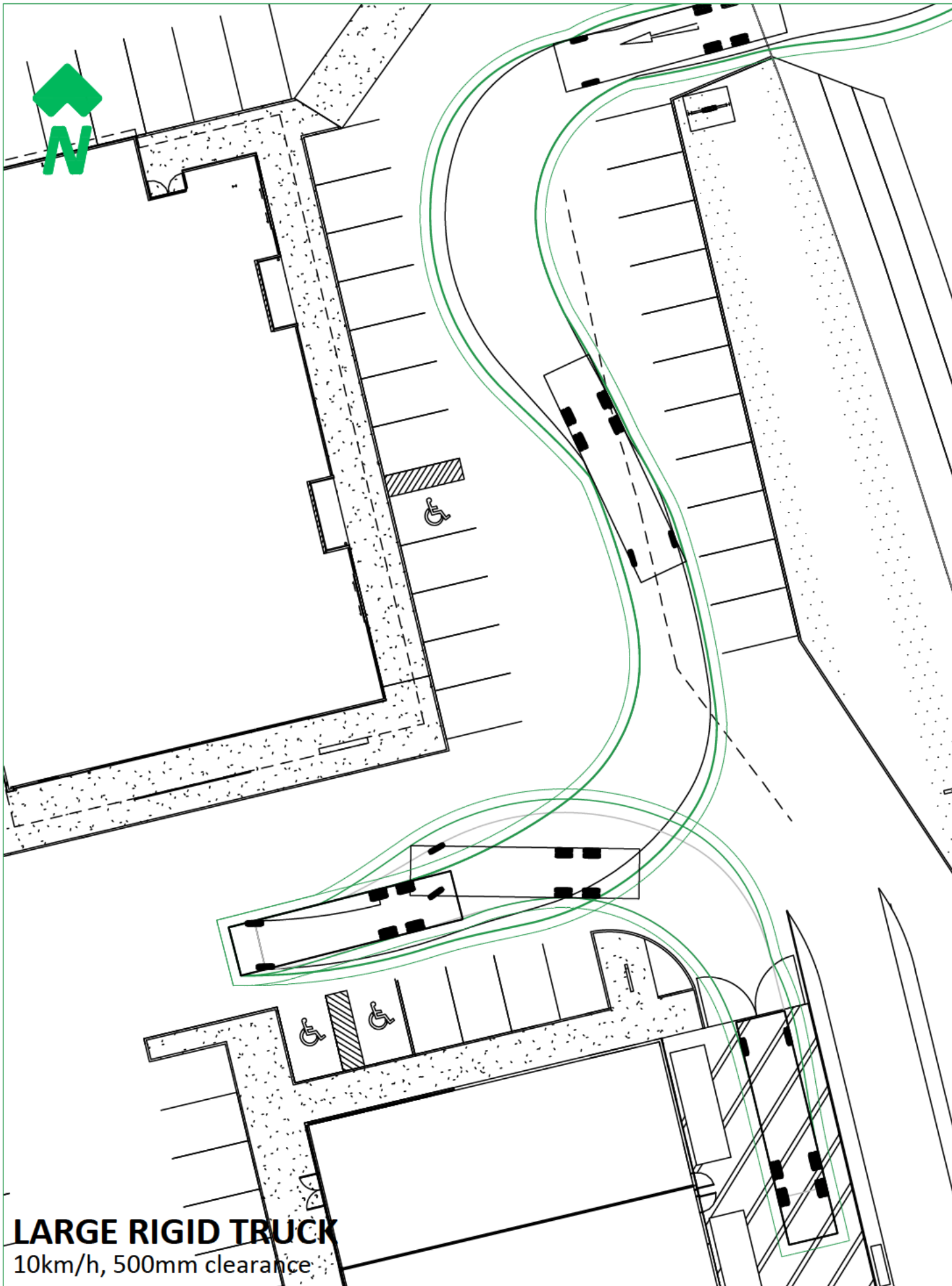
JOB NO :		REV	REVISION DETAIL	DATE
PROJECT :		A	FOR APPROVAL	22.05.19
		0	APPROVED	23.05.19
DRN :	R.P.	22.05.19	Page 1820	
CKD :	G.S.	22.05.19		



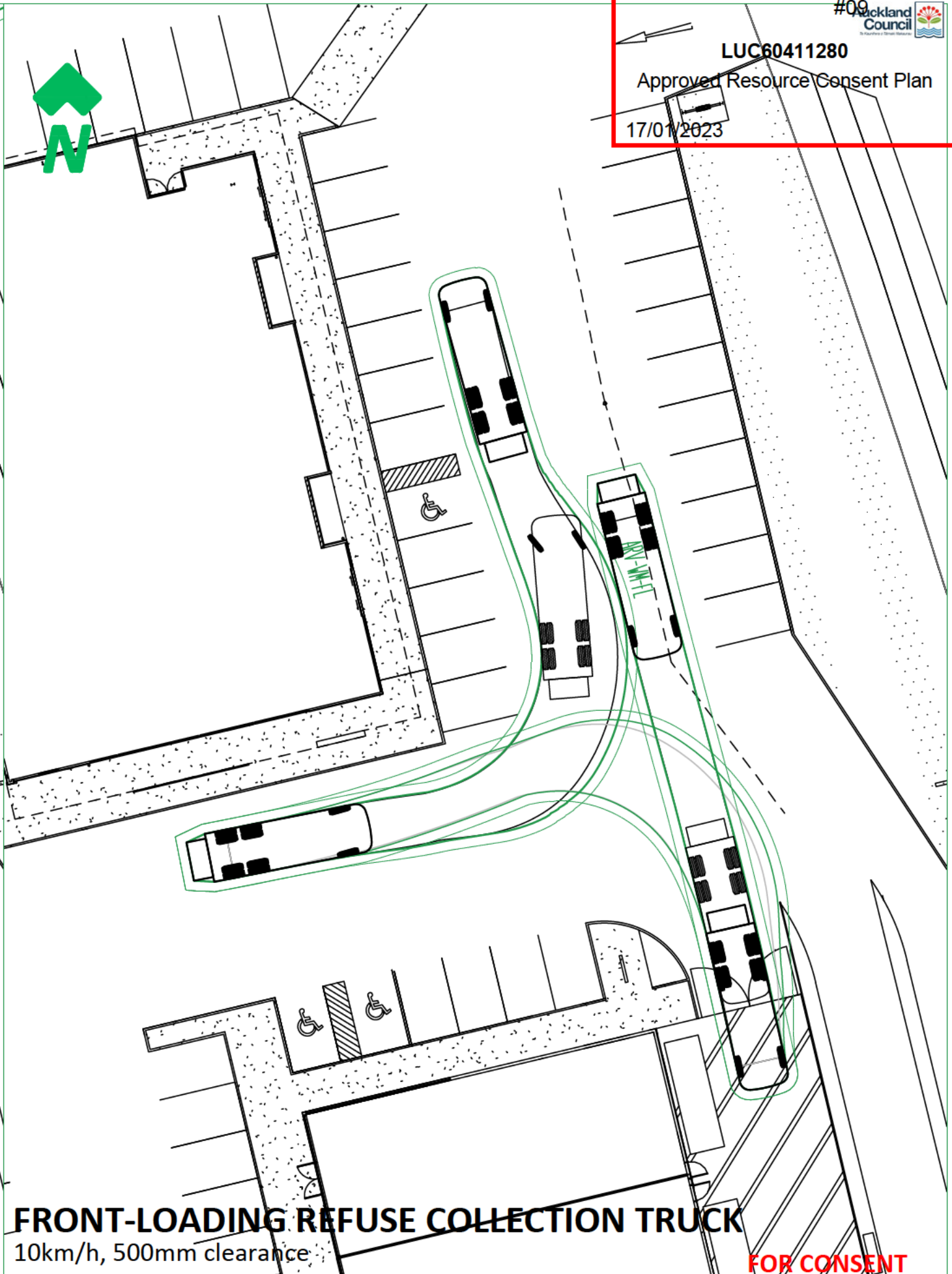


**AS/NZS 2890.1 B99 DESIGN VEHICLE**  
10km/h, 300mm clearance

**FOR CONSENT**



**LARGE RIGID TRUCK**  
10km/h, 500mm clearance



**FRONT-LOADING REFUSE COLLECTION TRUCK**  
10km/h, 500mm clearance

**FOR CONSENT**

■ **Attachment 2**

NoR plan overlaid on resource consent plan



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:387] Notice of Requirement online submission - Jude Manoharan  
**Date:** Sunday, 2 April 2023 6:45:12 pm

---

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

#### **Contact details**

Full name of submitter: Jude Manoharan

Organisation name:

Full name of your agent: Jude Manoharan

Email address: judemsm@gmail.com

Contact phone number: 0220734530

Postal address:  
11E/18 Ronwood Avenue  
Manukau  
Manukau 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
NOR2:Bus Rapid Transit through Ronwood Ave.

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

The reason for my or our views are:  
The clarity around the route proposed where buses have to take too many windings through commercial and residential area. when great south road and Manukau station road or Cavendish dr. and Lambie dr. gives shorter routes.

I or we seek the following recommendation or decision from Auckland Council:  
I would like to know how closer to my apartment complex is the acquisition of the road extension going to be.

Submission date: 2 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

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

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:



### Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

MAKI JOSEPH-TEREROA/MAKEA-RUPE TEREROA

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

Address for service of Submitter

2/148 DAWSON RD  
OTARU AUCKLAND NZ.

Telephone:

00682-31412

Fax/Email:

Contact Person: (Name and designation if applicable)

00682-70412 (Cook Islands, no email)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)

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

2/148 Dawson RD  
NOR2: Bus Rapid Transit - Rongomai Park to Puhinui station

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

We plan to live in Cook Islands for good

(continue on a separate sheet if necessary)

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

Approve of the development

I wish to be heard in support of my submission

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

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

Signature of Submitter

(or person authorised to sign on behalf of submitter)

Date

*W. Paul*

*3/04/20/23*

**Notes to person making submission:**

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

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

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

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



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:394] Notice of Requirement online submission - Lynette Henderson  
**Date:** Monday, 3 April 2023 12:00:21 pm

---

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

#### **Contact details**

Full name of submitter: Lynette Henderson

Organisation name:

Full name of your agent:

Email address: ladylynie@hotmail.com

Contact phone number: 0272730704

Postal address:  
8G/18 Ronwood Avenue  
Manukau  
Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND UNDER s168(2) OF THE  
RESOURCE MANAGEMENT ACT 1991

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

The reason for my or our views are:

Impact on property value, Noise during construction and increased traffic noise, Loss of green belt, mature trees and birds/song. Lose of access to building by residents, loss of disable parking and ground level parking entrance. Potential damage to the foundation of the building due to the proximity of the proposed road. The NoR appears inconsistent with the recommendation in sec 9.5 of the Assessment of effects on the environment report.

I or we seek the following recommendation or decision from Auckland Council:  
Requesting that the reasoning (Assessment of effects on the environment, section 9.5) acknowledge that the area requested is not JUST a common area but is also the only entrance to the ground level parking, main entrance doors and disabled parking, which would also be lost under this plan. Onsite inspection and report of the impact from this proposal, re: access, High rise building integrity and noise including privacy. Clarify and Update the NoR to reflect the recommendation in the Assessment of effects on the environment, section 9.5 which recommends side A and notes significant impact if side B (residential building) is used.

Submission date: 3 April 2023

#### **Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

**From:** [loudonfamily@xtra.co.nz](mailto:loudonfamily@xtra.co.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Submission on NoR 2: Bus Rapid Transit Rongamai Park to Puhinui Station.  
**Date:** Sunday, 2 April 2023 10:50:29 am  
**Attachments:** [Map\\_20230402\\_0001.pdf](#)  
[Image 1.heic](#)  
[Flood Video - 43a Grayson Ave.mov](#)  
[Image 2.heic](#)  
[Image 3.heic](#)  
[Image 4.heic](#)

---

We are submitting on NoR 2: Bus Rapid Transit Rongamai Park to Puhinui Station.

We own a Commercial Property at 43 Grayson Avenue, Papatoetoe (highlighted in pink on attached map).

It backs on to Puhinui Domain.

Although we could not find what Puhinui Domain will be used for as part of the designation, we are thinking it will be something to do with storm water/ wetlands.

We have owned the building since 2009 and never had a flooding issue until March 2022, when the property was flooded.

However, despite the premises not flooding prior to that, often during heavy rain, water would pool on Grayson Ave (particularly outside 43 Grayson Ave) and vehicles driving on the flooded road would send a wash of water up to the edge of the workshops. (See Image 1 attached).

The flooding on Friday, January 27th 2023 was much worse than 2022, when Puhinui Creek that runs through the Domain rose so high it flooded the workshops and offices with at least a metre of water. (Video and Images 2,3 & 4 attached).

Surrounding buildings were also flooded.

This has caused a huge amount of stress as well as a financial burden on both ourselves and our tenants (despite being insured).

We want to make you aware of this issue as the plan was designed before this event. We expect Council to revise the plan where necessary and not only works to resolve issues on why this happened, but also makes adequate plans so that it will not happen again.

Regards,  
Duncan and Sandra Loudon  
021 025 34528



This plan has been prepared by Boffa Miskell Limited on the specific instructions of the Client. It is solely for the Client's use in connection with the proposed works and does not constitute an offer of any services. Where information has been supplied by the Client or obtained from other sources, a fair and accurate statement of that information is provided. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions in the information provided by the Client or any other person.

**DRAFT**

0 100 200 m

1:6,000 @ A3

Data Sources: Auckland Council (various, LDAK 2019), SWL

**LEGEND**

- NOR 2 Designation
- NOR 3 Designation
- Open Space
- Land Parcels
- Indigenous
- Exotic
- Washingtonia

**Vegetation and Open Space - Map 2: Section B and C**

**AIRPORT TO BOTANY (NOR 2)**

Date: 25 November 2022 | Revision: C  
Plan prepared by Boffa Miskell Limited  
Project Manager: Chris Bentley | boffamiskell.co.nz | Drawn: SGA | Checked: TLJ

File Path: BM211711\_02 NOR 2 area\_SIN21171\_07\_High 2\_Vegetation and Open Space



**BIG CHILL** DIS  
NATIONWIDE CHILLED & FRO

BIG CHILL DISTRIBUTION  
NATIONWIDE CHILLED & FROZEN TRANSPORT

MMR786

MMF653



Gill Transport

Gill  
234

MITSUBISHI

NSC  
CAR PARTS

**MOBILE PUHINUI WORKSHOP**  
W.O.F - FULL MECHANICAL REPAIRS - AUTO ELECTRICAL REPAIRS  
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Warranted 12 MONTH WARRANTY  
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www.mobilepuhinui.com

**PARKING**



43

MUSEUM  
IN OZON



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:400] Notice of Requirement online submission - Simran Krishna  
**Date:** Tuesday, 4 April 2023 9:30:32 am

---

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

#### **Contact details**

Full name of submitter: Simran Krishna

Organisation name:

Full name of your agent:

Email address: simran.jahnvi.k@gmail.com

Contact phone number: 0210604618

Postal address:  
85 Puhinui Road  
Papatoetoe

2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

I believe that bettering the current transport system for the future shouldn't have to come at the expense of displacing individuals and families or demolishing homes and other businesses in the area. Especially during a cost of living crisis and housing crisis. It will be unlikely that these same families and individuals will be able to afford and purchase what they have now. This further alienates individuals and even further pushes the narrative that maybe making the move overseas is better than staying in a country where they think that they benefit more from a cycle lane than they do from you, and others working and living in this area.

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

Don't build this. There are alternative ways to look into and upgrade the bus system than displacing an entire community.

Submission date: 4 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

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**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:401] Notice of Requirement online submission - Aneeta Krishna  
**Date:** Tuesday, 4 April 2023 10:00:53 am

---

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

#### **Contact details**

Full name of submitter: Aneeta Krishna

Organisation name:

Full name of your agent:

Email address: [aneetak@hotmail.com](mailto:aneetak@hotmail.com)

Contact phone number: 0211229969

Postal address:  
85 Puhinui Road  
Papatoetoe

2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Stop taking away our homes. Stop home requirements.

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

The reason for my or our views are:

This plan only leaves many families and individuals practically homeless, during a cost of living crisis and housing crisis. Many people in these areas are minorities who have moved to New Zealand for an attempt at a better life. This notice of requirement shows that their efforts, hard work and lives are nothing and not important when it comes to the transport system that no one in these areas use. Many individuals within the Papatoetoe to Manukau area are health care professionals whom work at the local hospital. It is shocking to find out about this plan, in the middle of health crisis and a health care worker shortage in New Zealand. Where the money from this can be used more wisely to better benefit either the healthcare or education system in the country. "Nearly 5000 New Zealand nurses have registered to work in Australia since August". - <https://www.nzherald.co.nz/rotorua-daily-post/news/rotorua-nurse-tracey-morgan-joins-thousands-moving-to-australia/BB27TBW6P5B3PGKDSA3ZALLH6Q/>  
<https://www.stuff.co.nz/national/health/130089444/australian-state-government-recruitment-drive-targets-kiwi-teachers-and-health-workers> <https://www.nzherald.co.nz/nz/high-school-area-teachers-strike-again-on-wednesday/WE3GA74VSVHVDDOEBRCZJPFQI/> Plans such as the airport to botany rapid transit are why people believe that this country does not actually care about becoming better or benefit the actual community. It only presents itself to be progressive at the cost of the very people it says it wants to help.

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

A plan such as this should not be at the major expense of the community and its people. This could be built on Cavendish Drive as an alternative route, NOT through the suburbs where people live.

Submission date: 4 April 2023

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

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**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:402] Notice of Requirement online submission - Ashok Krishna  
**Date:** Tuesday, 4 April 2023 12:01:23 pm

---

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

#### **Contact details**

Full name of submitter: Ashok Krishna

Organisation name:

Full name of your agent:

Email address: akrishna001@gmail.com

Contact phone number:

Postal address:  
85 Puhinui Road  
Papatoetoe

2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

Does not benefit the community. Displacing members of the community and families in the area.

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

The reason for my or our views are:

I live in this area, and have for the last 17 years with my family. This plan has come at a shock for us. Apart from living in the area we do also work in the area. When looking over the documents of this plan, no research was conducted by talking directly to those individuals in the area that it would affect or claims to benefit. Instead research was conducted had been asked outside of this area with a small sample size. For such a large project it seems that not many social impacts have been taken into consideration such as: - displacing families who own homes in this area - small business - an accurate number of individuals taking this bus route daily to justify a build such as this Is this build/project really justified with the current use of the public transport in this area. Or is this an attempt to compete with other transport systems available in other countries. Daily, we see the buses along Puhinui Road are empty for majority of the day, with the occasional one passenger on board. As we see this on the daily, it is obvious that the current bus system in this are is not busy, is not in demand and not utilised. The amount of time and money that is used for this build could benefit other systems in this country. This could benefit areas like healthcare, education and disaster relief/defence. Because who is really benefitting from this project? Certainly not the people whose homes and businesses will be taken away.

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

Find an alternate route which doesn't affect homes or lively hoods of others. A possible route through Cavendish Drive could work for the future as it would not demolish homes or businesses.

Submission date: 4 April 2023

#### **Attend a hearing**

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

**Declaration**

I accept and agree that:

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

**SUBMISSION ON REQUIREMENT FOR DESIGNATION OR HERITAGE ORDER OR ALTERATION OF  
DESIGNATION OR HERITAGE ORDER THAT IS SUBJECT TO PUBLIC NOTIFICATION OR LIMITED  
NOTIFICATION BY A TERRITORIAL AUTHORITY**

*Section 168A, 169, 181, 189A, 190 and 195A, Resource Management Act 1991*

**To** Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

- 1 The submitter is Murdoch Newell Management Limited.
- 2 This is a submission on a notice of requirement from Auckland Transport for a designation referred to as "Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)" (**NOR**).
- 3 The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (**RMA**).
- 4 The specific parts of the NOR that this submission relates to are those that affect the submitter's property at 33 Lambie Drive, Manuaku Central and the surrounding area.
- 5 The submission is:
  - 5.1 **Submitter**
    - 5.1.1 Murdoch Newell Management Limited is the registered owner of 33 Lambie Drive (Lot 4 DP 186737). The existing improvements on the property comprise a commercial building and uncovered car park . However, on 8 July 2022 resource consent (ref. no. LUC60355995) for a new hotel and commercial development on site was granted by the Auckland Council (**attachment A**).

**5.2 Site Description**



*Figure 1: Aerial Image of the Submitter's Property*

680516-12 3168597v1

2

5.2.1 33 Lambie Drive is an irregular shaped corner site occupying an area of 9,795 m<sup>2</sup> as seen in figure 1 above.

5.2.2 Access to the property and all existing on-site parking is via the internal streets of the Manukau Supa Centre.

5.3 **Consented Development**



Figure 2: Artist's Impression

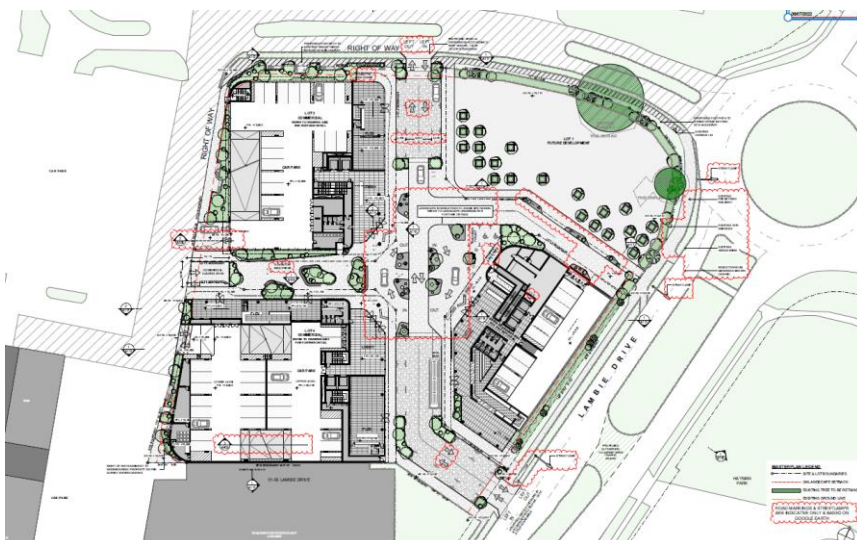


Figure 3: Consented Layout

680516-12 3168597v1



## 3

5.3.1 As per Figures 2-3 above, resource consent has been granted authorising a complete redevelopment of 33 Lambie Drive. The consented work comprises a three-building development, including two commercial buildings and a hotel. The property is also to include internal streets and common spaces to increase connectivity and overall amenity on site.

5.4 **Future Development**

5.4.1 The submitter also currently advancing a residential apartment building proposal for Lot 1 in the Northeast (roundabout) corner of the property. This is for 105 residential units and 124 car parking spaces. An application for resource consent has been lodged and accepted for processing by Auckland Council's Premium Resource Consents Team.

5.4.2 Given the cohesive design nature of the consented development artistic impressions and perspective plans, such as that provided in figure 4 below, show the intention that the proposed apartment building will be of a similar design, and therefore contributing to the high level of visual amenity on site.



Figure 4: Draft Artistic Impression of the Proposed Apartment Building (Lot 1), and Hotel (Lot 2) in the background.

5.5 **Proposed NOR**

5.5.1 Lambie Drive is located within the Notice of Requirement 2 (**NOR2**) area. This is an approximately 6.5 km stretch from the end of NoR1 on Te Irirangi Drive through to the intersection of Puhinui Road and Plunket Avenue as per figure 5 below.

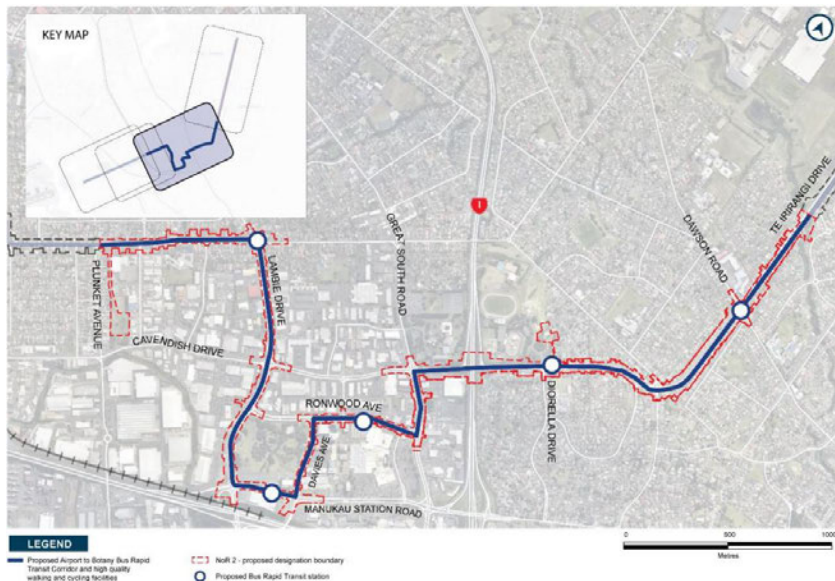


Figure 5: Proposed Route

5.5.2 The envisaged public transport improvements would include a central rapid transit bus network (bus stops) located along the route, and two general traffic lanes in each direction. A berm on each side would seek to separate vehicles from the dedicated pedestrian and cycle pathways located along each side of the street. This is depicted in the cross-section figure 6.

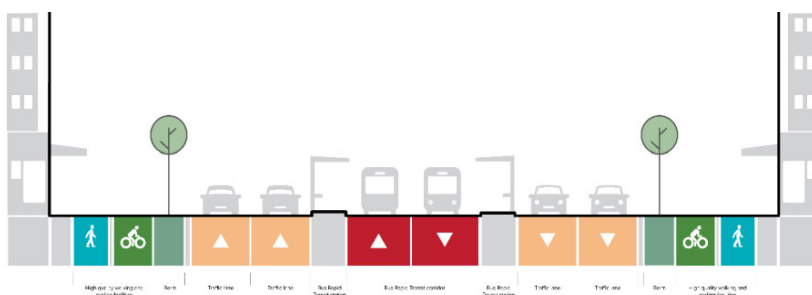


Figure 6: Proposed Cross Section of Roading Upgrades

5.5.3 Based on the General Arrangement Plan provided with the notified documents associated with the NOR, a section of which has been provided below as figure 7, an approximately 815 m<sup>2</sup> section of the submitter’s property is required to accommodate the upgrading of the road

network and upgrading the existing intersection from a roundabout to a 4-way light controlled intersection.



Figure 7: NOR in Relation to the Submitter's Property

5.6 Impact on Proposed / Consented Plans

5.6.1 While there are resulting benefits of the proposed NOR design and transport upgrades, it is noted that the required area does not appear to take into account the recently consented land use or the submitter's proposed residential development. As per figure 8 below, the required area is based along the edge of the existing uncovered parking lot. The loss of the acquired area will have a significant impact on the consented development, as well as the proposed residential development.



Figure 8: Aerial Image of Assumed NOR Extent

5.6.2 The spatial impacts of the NOR on the proposed and consented plans are evident in the plans provided as figure 9 below. Approximately one third of the area for the consented hotel is

impacted as well as a significant section of the proposed apartment building at a landmark corner.

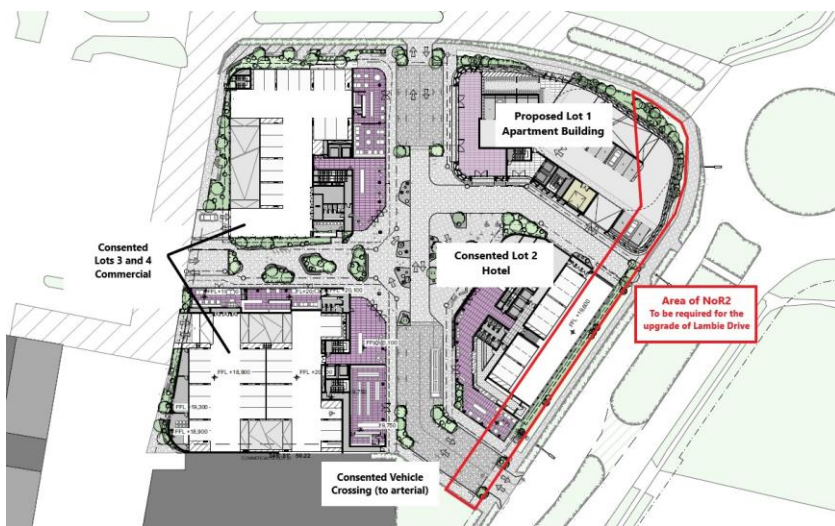


Figure 9: NOR Extent over Consented and Proposed Development

5.7 Impacts on Consented Hotel (Lot 2)

5.7.1 The consented hotel development (Lot 2), as shown in figure 10 below, is located towards the eastern edge of the site. This includes land within the 7 m-10 m wide requirement area which will affect the design/establishment of the hotel, as well as flow on effects to the overall consent in its current state.



Figure 10: Further Artist's Impression

5.7.2 The establishment of a hotel within Manukau Central and the Metropolitan Centre zone creates several positive effects for local tourism, employment, and wider social and economic benefits from visitors (for business or recreation) tourists spending at local stores, restaurants etc.

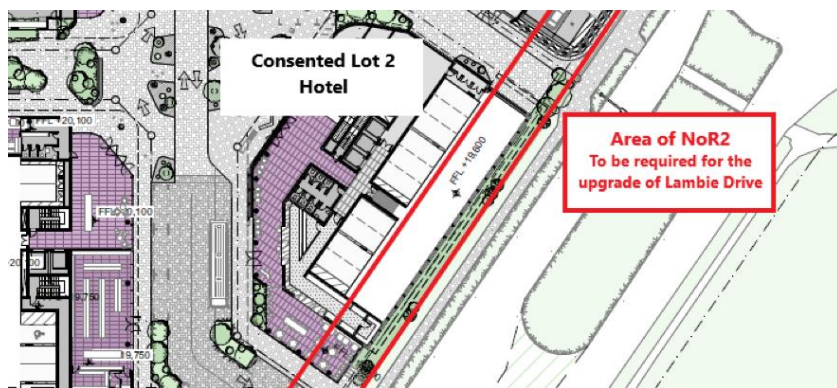


Figure 11: NOR Impact on Consented Development

5.7.3 As depicted above in figure 11 above, the NOR2 area within the subject site includes almost a third of the site area for the consented hotel. Ultimately, the loss of the required land will impact the ability for the currently consented building to be constructed. As a result, those positive effects mentioned above will no longer be generated nor will the consented development be able to fulfil its intended role within the Metropolitan Centre Zone.

5.8 **Impact on Proposed Apartment Building (Lot1)**

5.8.1 Similar to that of the Hotel mentioned above, the proposed apartment building within the Lot 1 site will also be impacted by the NOR. As can be seen by figure 12 the proposed apartment building has been envisaged as a landmark within the Manukau Metropolitan Centre and will seek to ease navigation for those visiting Manukau Central via private car, Manukau Train Station, the bus network, or as cyclists and pedestrians.

5.8.2 The future residents of this apartment building would create a consistent and significant contribution to the local economy, as well as patronage of current and future public transport opportunities.



Figure 12: 3D Render of Proposed Development

- 5.8.3 In terms of current status for this proposed development, the submitter and its project team have prepared plans for the 105-unit residential apartment building and 124 internal car parking spaces. Auckland Council's Premium Resource Consents Team have also reviewed and accepted the proposal for processing.
- 5.8.4 The following actions have since been taken:
- Processing planner appointed – Andrew Wilkinson
  - Proposal reviewed and reported on by Auckland Council's Urban Design Panel
  - Subsequent varied plans taking into account the Urban Design Panel's comments have then been completed and reviewed by Auckland Council; and
  - Specialist consultants have been appointed and technical reports, such as Geotech, have been completed based on these varied plans.
- 5.8.5 While this development within Lot 1 has not yet been consented, it is considered that the proposal has already been well reviewed by Auckland Council with a variety of changes made to ensure the proposed development is consistent with the envisaged future of Manukau Central.
- 5.8.6 The requirement area, as depicted in Figure 13, would require the proposed apartment building to be redesigned and reduced in size, impacting the number of residential dwellings and/or attractive internal amenities provided. These kinds of changes would create significant financial implications for the owner if the proposal was required to be varied further at this point within the process.

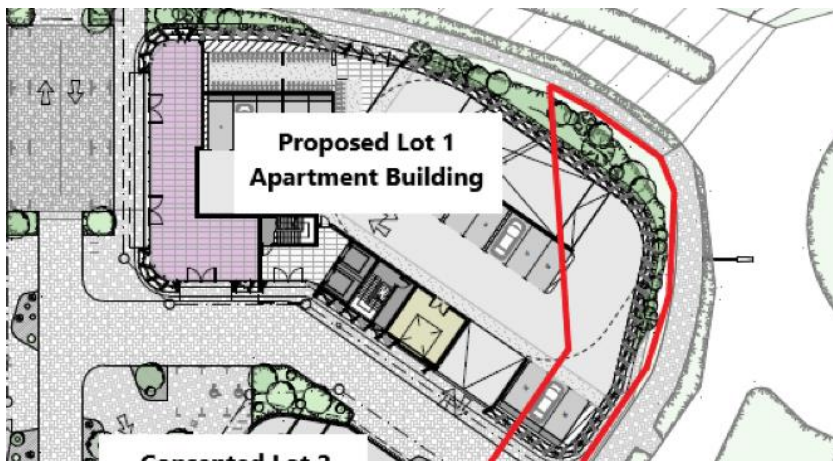


Figure 13: Currently proposed Apartment Building

5.9 **Vehicle Access**

5.9.1 The proposed rapid transit network includes dedicated lanes for both walking and cycling within the overall carriageway. In order to maintain the safety of pedestrians and cyclists the number of times a vehicle crosses these areas is limited. Based on figures 7, 9 and 14, it is considered unlikely there will be an opportunity for the consented two-way vehicle crossing to be able to connect to Lambie Drive.



Figure 14: NOR Extent Over Consented Vehicle Crossing

5.9.2 As a result, the internal vehicle movement, and overall site layout, would need to be reconsidered. This would reduce connectivity with the receiving environment as well as within the site. Given the number of parking spaces consented within Lots 2-4. This could have significant impacts on vehicle movement and traffic generation within existing streets and the Manukau Supa Centre.

5.10 **Positive Impacts**

5.10.1 The submitter acknowledges that the wider project contemplated by the NOR will have the following positive impacts:

## 10

- (a) Improved access to transport, support public transport commute for commercial workers. Provides opportunities for hotel users to easily access public transport
- (b) Overall NoR will enable better transport connections to the airport and Botany Town Centre, making this an easily accessible hotel location for visitors
- (c) By protecting a rapid transit network and nine BRT stations, the Project will facilitate the enablement of intensification which is of national significance
- (d) Revitalising Manukau; and
- (e) Increased safety for those accessing the site in a vehicle due to being a light controlled intersection.

5.11 **Concerns**

5.11.1 The submitter is seriously concerned about:

- (a) Impacts on both proposed and consented buildings that are located within NOR area
- (b) Impacts on connectivity due to the potential loss of a consented vehicle crossing connection with Lambie Drive. If lost the traffic generated by the site will need to be diverted and will have flow on affects within the receiving environment
- (c) Impacts on the developer that has spent time and money on the proposed and consented plans for the site
- (d) Negative impacts on land value plus impact on holding costs
- (e) The loss of residential apartments in a location that is in close proximity to a train station
- (f) The loss of an important hotel designed to services the important tourism industry; and
- (g) Compromising the comprehensively designed development.

5.12 **Alternative Options**

5.12.1 In order to minimise the adverse impacts mentioned above, while retaining the intended alignment and width of road upgrades, a variety of alternative options have also been considered. These include the following "Option 1: Hayman Park".

5.12.2 Hayman Park is located to the east of the subject site, across Lambie Drive. Hayman Park is zoned for informal recreation and currently provides for a variety of open space opportunities throughout its 10-hectare area. It is also noted that a strip of Hayman Park has also been included within this notice of requirement.

5.12.3 As an alternative option to what is currently proposed by the NOR we have seen the potential for a minor realignment of Lambie Drive using a small area of Hayman Park. This would enable the approach to the intersection of Lambie Drive and Ronwood Avenue to be shifted slightly East and reduce the impact on the already consented and currently proposed development within the subject site.



## 11

5.12.4 With some of the park already part of the requirement area, there are already effects on the park. The requirement of additional space is unlikely to have a significant effect on the function or amenity of the park and would allow all of the positive effects of the development at 33 Lambie Drive to be realised.

### 5.13 Conclusion

5.13.1 While the intended benefits of the NOR and transport upgrades are acknowledged it is evident that the consenting history of the site has not been considered when the area within the NOR was designed. The consented development, and further accepted development provide a variety of economic and social benefits to the local area and are well within the intended planning context of the receiving environment.

5.13.2 Overall, the NOR will have significant adverse effects on:

- (a) the provision of housing and tourism activities at 33 Lambie Drive with associated adverse social effects
- (b) on the amenity and urban design-led features of any future development on 33 Lambie Drive; and
- (c) the use and future development opportunities of 33 Lambie Drive.

5.13.3 The proposed route is not the most appropriate option given the level of consented and proposed development at 33 Lambie Drive – consistent with its zoning. And, the proposed alignment is not reasonably necessary to achieve the purpose of the NOR.

5.13.4 There is an alternative route available that will not alter or otherwise affect the designation.

6 Murdoch Newell Management Limited wishes to be heard in support of its submission.

Commented [VT1]: Put this in the covering letter to AT when you serve the submission on them.

**Date - 05 April 2023**



Daniel L. Shaw (authorised signatory)

### Address for Service

C/- SFH Consultants Limited  
 PO Box 86, Orewa, Auckland 0946  
 For: Daniel Shaw  
 Email: daniel@sfhconsultants.co.nz

**To:** Te Kaunihera O Tamaki Makaurau (Auckland Council)

**Name of submitter:** The Legends Property Limited (registered owner of 1/186 Te Irirangi Drive, Manukau City Centre, Auckland.)

**RE: SUBMISSION IN OPPOSITION – ROGOMAI PARK TO PUHINUI STATION.**

This is a submission on a notice of requirement from Auckland Transport for a designation (“**Notice of Requirement**”)

1. Notice Of Requirement: Rongomai Park to Puhinui Station (in the Vicinity of Plunket Avenue) (Auckland Transport) (“**NOR 2**”)
2. NOR 2 includes the following works:
  - a. a dedicated Bus Rapid Transit corridor, centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road. West-running on Davies Avenue along the edge of Hayman Park
  - b. Bus Rapid Transit stations at Dawson Road, Diorella Drive, Ronwood Avenue, Manukau Station, and the corner of Lambie Drive and Puhinui Road Station.
  - c. walking and cycling facilities on both sides of the corridor
  - d. priority access for fire engine movements across the Bus Rapid Transit corridor at Papatoetoe Fire Station
  - e. new signalised intersections at Mitre 10 and Bunnings Warehouse, Lambie Drive and Ronwood Avenue, and Puhinui Road and Plunket Avenue
  - f. swales and wetlands
  - g. areas for construction related activities including yards, site compounds, and bridge and structure works.

I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

I am directly affected by an effect of the subject matter of the submission that—

1. adversely affects the environment; and
2. does not relate to trade competition or the effects of trade competition.

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

1. Loss of land.
2. Loss of pedestrian access.
3. Reduction in pedestrian access.
4. Closure of through vehicles.
5. Temporary Road Closure

6. Noise Effects
7. Vibration Effects
8. Contamination effects
9. Air Quality Effect
10. Tree effects
11. Loss of Property

I seek the following recommendation or decision from the territorial authority:

1. As per the public documents online submitted to Auckland Council by Auckland Transport (“Documents”), the project objective of the NOR 2 as stated in the Documents is to:
  - a. provide more reliable and timely travel choices to and from Auckland Airport and surrounding areas;
  - b. improve people’s access to employment, education and social opportunities;
  - c. provide an enhanced and integrated bus/rail interchange at Puhinui that incorporates cultural values and reflects community identity; and
  - d. integrate with and get increased value from existing and planned transport investments.
2. We note, Puhinui rail station is located between Papatoetoe and Manukau stations.

**Need for independent report and assessment:**

3. From the Documents obtained from the Auckland Council public website, Auckland Transport has stated a number of “anticipations” or “predictions” and/or “expectations”, which are utilised to support the proposed project.
4. My view is that, in anticipation of the magnitude of the project and severe adverse effects which the NOR 2 shall have on the property(both residential and commercial) and its owners and operators, whom are located alongside and neighbouring the proposed works , independent comprehensive specialists reports are required to assess to the greatest extent the effects including, but not limited to the effects on the environment and loss of land by private property owners.

**About the Project Objective**

5. For obvious reasons, we are of the opinion that trains would be a better, more reliable and timely solution than the proposed Transit Corridor specified in NOR 2.
6. We note, a train system would be more efficient and have a less severe impact on the environment to build or insert designated bus lanes (and cycling and walking lanes). A system

connecting the Botany town centre with Panmure and/or Sylvia Park rail stations, would adequately provide transportation to commuters (including bus passengers, cyclist or people on foot) to quickly get on and off the trains. In fact, a dedicated urban busways between Panmure and Pakuranga has already been built.

7. Te Irirangi Drive acts as the only urban main road with the ability to accommodate the high-capacity of the vehicular traffic, from Botany town centre till Cover Park,. We note, the speed limit for Te Irirangi Drive has been amended and reduced from 80 kilometres per hour to 60 kilometres.
8. If the objectives are to be achieved, it would only make sense to:
  - a. Link the Botany town centre to Panmure and/or Sylvia Park train stations by designated bus (and cycling and walking) lanes including the already built Panmure – Pakuranga designated bus lanes.
  - b. Link the Puhuinui train station as proposed in NOR 2.
  - c. Maintain Te Irirangi Drive’s status quo.

#### **Adverse effect by the construction, demolition and blockage of traffic**

9. Considering the on-going or completed similar projects in Auckland (including the construction of light-rail project in Auckland CBD), it is anticipated (with reasonable expectations) that:
  - a. The road will be closed to all traffics including pedestrian access (e.g. Te Irirangi Drive).
  - b. Noise and vibration effects will be substantially higher than usual.
  - c. Contamination will be an issue.
  - d. Air quality will become worse.
  - e. Existing trees will be removed.
  - f. Business (including the business at my property) will be forced to be closed during the entire period of the construction.
  - g. The projected time of completion of project is likely delayed again and again.
10. If the requiring authority insists to press on with the project and the local authority insists on agreeing to go ahead with it, then proper compensation shall be available to the property (and business) owners and operators.

#### **Loss of Land**

11. My company (The Legends Property Limited) is the registered sole owner of the property at 1/186 Te Irirangi Drive).

12. In Form 18, attachment B – Schedule of Directly Affected Properties, it says:

Property ID	Address	Title number	Legal description	Approx. land to be designated (m2)	Sheet No
619195	1/186 Te Irirangi Drive	162932	Lot 4 DP 149321	413	2
619195	2/186 Te Irirangi Drive	162933	Lot 4 DP 149321	413	2

13. Based on your description set out in the Documents, I assume that approximately 413 square metres from the combined total area for both 1/186 Te Irirangi Drive and 2/186 Te Irirangi Drive shall be designated for the purposes of NOR 2 (“Designation”).

14. As the total length of boundary between the property (combined two units) and Te Irirangi Drive is 44 metres (actual measurement), given 413 square metres designated, then the depth of the section designated is about 9.386 metres.

15. As a result of the Designation, the private onsite-customer carparks on my commercial property shall be reduced from 17 to 8. The reduced space will need to act in addition to carparks, as a driveway for all deliveries (including by large vehicles and trucks), and to act as the main accessway in and out to our warehouse and shop.

16. This will create substantial health and safety hazards to all individuals attending the premises, including the truck driver(s), the employees at my property, customers and their parked vehicles.

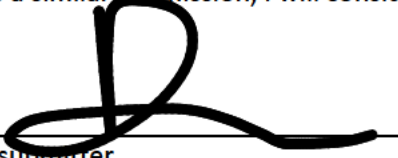
17. My view is that:

- a. Customers may be forced to park their cars elsewhere.
- b. As Te Irirangi Drive prohibits off street parking, and Dawson Road also largely prohibits off street parking, there will be no carparks nearby allowing access;
- c. Customers likely will have to park their cars at the petrol station next door in order to proceed to our shop. As a result, we reasonably expect, the owner and/or operator of the neighbouring petrol station will not be displeased by the utilisation of their private property. We expect conflicts may occur.

- d. If the customers park their cars at the cycling lane or walking lane, it will create more health and safety hazards to general public, and the operation of the proposed transit way.
- e. The adverse scenario can be easily avoided by amending the design in NOR 2, so that no land loss will be required and carparks in front of the shops remain as they have been. If space is allowing, then the lanes for vehicle (other than buses) will have to be reduced to one for each direction.
- f. Therefore, I request amendment to the current design of road layout under NOR 2 below:
  - i. The land of my property (including the existing vehicular exit/entrance to and from Te Irirangi Drive will remain unchanged.
  - ii. Or, to maximum, only 2 metres from Te Irirangi Drive of my property is designated so that my property will have sufficient private carparks and driveway to sustain the business operating from the property and ensure the health and safety to all. Proper compensation is required.

I wish to be heard in support of my submission.

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

  
\_\_\_\_\_  
Signature of submitter

Date: 05/04/2023

5 April 2023

Planning Technicians  
Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Dear Sir

**OBJECTION – TO STOP IMPACT ON PROPERTIES ON PUHINUI ROAD FROM AIRPORT TO BOTANY RAPID TRANSIT PROJECT.**

Kia Ora

In response to Auckland Council letter dated 10 March 2023.

We are the residents on Puhinui road, Papatoetoe and will object to destination process on our property/properties. There are many reasons that the vulnerable residents will impact from this construction and the livelihood and wellbeing of the residents will be lost.

The Auckland transport failed to provide a proper consultation with the residents of Puhinui road. The only two letters as dated received by the residents and Auckland transport neglected proper process.

There was one of the so-called 'community engagement' summaries in 2019 we found by digging through many layers of documents online. The residents of Puhinui road were not consulted or any information been shared.

The AT has failed to inform the affected residents and the owners were shocked when they received a letter that our property is at risk. It is a very unfair process and AT only consulted the general public and received only their opinion to increase the in favour of the project. AT has failed to door knock and spoke to the affected individuals.

The costs for the project will be over 2 billion, but Auckland transport has undervalued the cost to win funding from the government. It's a cunning plan from day one when AT never worked on true figures and hardly contacted or get public views for this project.

Not many have or excess to internet and some have English speaking difficulty. AT is trying to take away people's pride and many family homes without even their consent and proper consultation. Many people are not even aware that AT is interested in their property and to replace it with Bus line.

1. Puhinui residents are not aware of any partners and key stakeholders: presentations, small group meetings and one-on-one meetings as required; • potentially affected property owners/occupiers and businesses within the programme area: mail drops/ flyer, community open days, online information, visualisation, and one-on-one meetings as required; and • general public: community open days, online information and visualisation as stated by Auckland Transport.

2. We are appalled that AT seems to think we, as residents, have been 'consulted'. The maps used are very broad and general, and it is only with the benefit of hindsight that we can read them and see anything other than the bus lanes that have already been installed.
3. Apparently 'affected residents' only get few mails drop as dated above and chances to attend a couple of 'consultation' event via Teams. The businesses were meant to have had a 'drop in' from AT reps, though the ones we have spoken to have no recollection of such drop ins.
4. The dates shown on consultation was pandemic year and Residents were not able to go or get proper consultation. The residents of Puhinui road have just found out what they received those two letters from the Auckland Transport.
5. This is taking place in a city that's barely recovering from a global pandemic, where households have been hit by all types of hardships: physical, financial, emotional, etc. We residents worked hard and build a house and a family home for the future. Suddenly someone just want to wipe out our livelihood and future of our children and grandchildren.
6. It is unfair process AT. I am sure that there will be other means and ways to deal with this project without putting further hardship and mental and emotional stress to the residents. There is other alternative such as Cavendish Drive which is commercial and less destructive to the residential occupant.
7. Both Cavendish Drive and Puhinui road can be utilized and save hundreds of vulnerable families homes and same money can be used elsewhere.
8. Some houses were built within last four years, but the council or AT never informed the homeowners that their properties will be impacted in future. Very poor planning and lack of care has been seen.
9. Puhinui Road has been constructed so many times. Poor planners at AT and it costs taxpayers and rate payers so much unnecessary spending. Hundreds of Pohutukawa were planted and then destroyed by the AT on recent construction. That money could have been used and spent elsewhere.
10. There are many family homes and new homes built for the families and grandchildren and even designed for home base businesses. ie: 154 Puhinui Road, 172 Puhinui road and many others. Having to relocate it will be detrimental to the families.
11. There is shortage of housing in Auckland particularly in South Auckland. Some residents have brand new homes and invest lots of money and they are devastated after hearing that their home will be taken away from them. If compensated how much, a compensation will not fix the emotional stress which will be a lifetime one.
12. The current roading and walkway is sufficient for the public. The buses on Puhinui road goes empty every 10 minutes. There are hardly any passengers in the bus. Why such a big investment



and waste of ratepayer's money. The money could be used for other more important things eg: Housing and health. More facilities and parking at public hospitals.

13. The people and (Ratepayers) of Auckland need more housing and healthcare care including many other more important necessities. After the pandemic cost of living has gone skyrocketing and government intervention is imperative and funding is required. Funding needed for public safety from the government. It seems AT has no idea that other places contribution and funding is required rather than only focusing in roading. For the size of south Auckland population right now we have road to cater the population. Puhinui road doesn't require widening and it is unfair to take away homes from the vulnerable.
14. The bridge at the airport need widening and that should be a priority. Currently commutes facing difficulty to enter airport which is only two-line bridge. The AT planners should focus on more important issues right which is the bridge and other part of Auckland like harbour bridge.
15. There are some residents who operates businesses from home and those will immensely be affected. Relocating will be very costly and will impact on customers and their business. Most of us are just recovering from the Pandemic and AT has some came up some crocket ideas just before the next election.
16. There is other better planning can be possible with affecting the residents. At present Puhinui road is wide enough and used for the bus lines on each side and plus the cars etc. The walkway is wide enough to be shared with bike lines. The other alternative is that AT can purchase half mitre on both sides to allow the bike line separately. Some owners were told recently that only a metre of their land will be bought, there is mix and inaccurate information form the AT. This will be less costly, and the residents' properties can be saved the money could be used for other more important projects.
17. Therefore, market rate is not a fair since the homeowners will lose lifetime and interest for their lifetime. Whereas others who retain home and not affected still assessed at market rate. It will only fair to consider double the market rate to enjoy and purchase another property elsewhere. The government should change the law immediately under public act to stop taking properties and those affected for relocation. We don't live in communist country and our land should not be taken away by force.
18. The AT has already did road improvements on Puhinui Road during 2021-2022. It must have cost the taxpayers and rate payers millions of dollars. The road for the purpose is perfectly fine. Why AT would like to demolish the road and to redo it again. It is bad planning by AT. It has been a nuisance for many years of unnecessary constructions on this road.
19. There are few new homes are on build and why Auckland council gave permit to build. The new homes will be affected and the cost mount up for the homeowners.
20. Government should stop revisit the legislation and not to force homeowners to leave their loved home. In stream case if it became necessary to leave than government should pay double of the market value. This in ease the pressure and hardship on the homeowners to relocate or build a home for their future.

21. My family purchased a land on 154 Puhinui Road, Papatoetoe about 25 years ago and built a new 3-bedroom house. We worked hard and bought up our kids and we never thought of moving out. Kids grown up and in 2017 we re-built and extended brand new house. We invested quality products inside and outside the house because this is our family home.
22. We planned to live and basically die in this house. We never knew or thought of moving out from this house. Our grandchildren's future to stay closer to school, shopping, and office to run my business and to serve community as a JP for the past 25 years.
23. It devastating for my family once we received letter from AT. We never been consulted or been seen by any AT member. We are having a sleepless night as we get up in the morning and think that we going to lose our best home. We don't have any other property and put everything and life interest in this home.
24. It is very hard to buy a comparable house with a separate office nearby. Also, it will be difficult to get loan from the bank and many other factors. The other factors such as housing market and shortage. We rebuilt our house in 2017 and if we have to build with same spec it will cost more since the price of material has gone up.
25. After talking to AT once few weeks ago, I was advised that they will start purchasing houses around 2026-2027. It was a shock to us and since then we are very upset and worried. There was no proper consultation and AT and the planners are at fault and deceived us for having a proper consultation.
26. Recently we heard that one property is already bought by AT. I have been told property at 1/199 Puhinui road has been purchased by AT. The project hasn't been gone ahead or approved yet, why and how AT could purchase this property. It is matter of interest that how matters are hidden under the carpet. Where taxpayers' money is spent unnecessary. The residents are kept in limbo and the matter is not transparent. The public works Act is too old and need immediate revision.
27. It is evident from the recent comments from the public after the Stuff NZ news on 20<sup>th</sup> October 2022, that this project and destroying over 400 homes will be waste of taxpayers' money. Light rail will be sufficient to replace bus line with a track.

[Hundreds of Auckland homeowners could lose land to busway project | Stuff.co.nz](#)

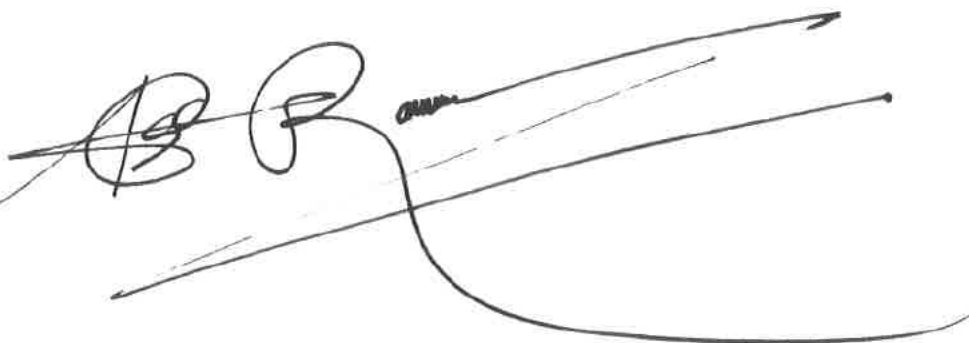
28. Puhinui road is heavily populated with residents and school. It will be unsafe to build a motorway on this street. Whereas Te Irirangi Drive- straight through Cavendish drive -via Clendon Road will be better choice while it is more of a commercial area. The residents don't want a motorway and through heavily populated residential area on Puhinui road, considering Puhinui primary school and childcare facilities on Puhinui road.
29. The residents on Puhinui road are protesting to the Government /Auckland Council, Auckland Transport and Waka Kotahi NZ to refrain from taking our properties and our life interest.

- 30. Since the Puhinui residents came to know that they may lose their homes, so they will not do any home improvement. This street will look ugly, and they will not be able to get a true value on their property. The government should look at changing the Public Works Act so that in this case people are properly compensated if their properties are affected.
- 31. Having a happy family and a nest (House) for the family is very important to any individual. It the most expensive asset that one can have in a lifetime. No one would like their nest to be taken away so easily. It is cruel and greedy that AT and government to any individual. AT can afford to buy our homes but we poor citizens can't afford to build or buy same house elsewhere. We are getting old. Please don't destroy our hard-earned asset and our precious temple. Cost of relocation will be daunting and very stressful and costly. This news and project driving people towards mental illness.
- 32. There are many public and homeowners support to stop this impact and stress on well settled residents. The government should intervene and find some other alternative to concur this serious issue. Just STOP these and take off the designation on the property titles on our properties. We all are in extreme stress and having a sleepless night and some owners getting emotionally stressed because there are no counselling services were provided. AT will be responsible for homeowners illness.
- 33. We request government and Ministers to intervene and stop this project going forward and use other alternative route such as Cavendish Drive that was initially planned. And do not run a motorway in the middle of heavily populated residential homes and schools.
- 34. **We have attached 33 signed objections – to stop taking our nest away and stop designation process or make any changes.**

Homeowner/ home business:

Kamlesh Rana JP  
Immigration Adviser  
Marriage Celebrant

154 Puhinui Road, Papatoetoe Papatoetoe

A large, stylized handwritten signature in black ink, appearing to read 'Kamlesh Rana', is written over a horizontal line. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Please Act now before it's too late:

The Homeowner/s  
On Puhinui Road  
Papatoetoe

**OBJECTION – TO STOP IMPACT ON PROPERTIES ON PUHINUI ROAD FROM AIRPORT TO BOTANY RAPID TRANSIT PROJECT.**

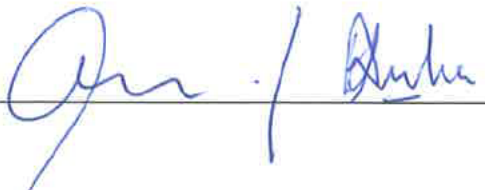
Kia Ora

I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Ashok & Aneeta Krishna

Address: 85 Puhinui Road, Papatoetoe

Phone Number: 0211229969

Signature: 

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

Or phone to pick: 0275267262

Please Act now before it's too late:

The Homeowner/s  
On Puhinui Road  
Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: JOHN SADD

Address: 196 PUHINUI ROAD

Phone Number: 0211272046

Signature: 

*Come to visit*

*JOHNNY ISAAC 22 @ gmail . com :*

Please fill the above form, sign this petition and either drop off in my letter box

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: KENENDRA SWAMY (JAMES)

Address: 2/179 PUHINUI ROAD, PAPATOETOE

Phone Number: 022 - 5263757

Signature: 

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At:

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Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: MAXINE DEER

Address: 1/148 Puhinui Road Papatoetoe

Phone Number: 021-02422149

Signature: 

Household of 4 kids 14, 10, 9, 5  
And myself.

Please fill the above form, sign this petition and either drop off in my letter box

At:

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Papatoetoe

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Papatoetoe**

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Suphraj Rana

Address: 93 a Puhinui Road Papatoetoe

Phone Number: 022 530 586

Signature: [Handwritten Signature]

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: CHRIS HANS

Address: 2/187 PUHINUI RD

Phone Number: 021 566 783

Signature: 

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: PHUONG

Address: 136 Puhinui Rd

Phone Number: 021 252 1832

Signature: 

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Papatoetoe

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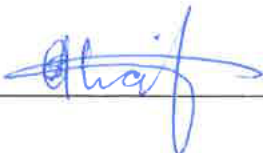
Kia Ora

I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: ABDUL SHARIF

Address: 205 PUHINUI RD

Phone Number: 0210587614

Signature: 

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

Or phone to pick: 0275267262

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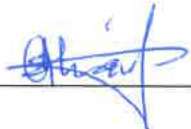
Kia Ora

I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: ABDUL SHARIF

Address: 205A PUHINUI RD

Phone Number: 0210587614

Signature: 

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: CHANDRA LATA SINGH

Address: 190A PUHINUI ROAD, PAPATOETOE

Phone Number: 02102489389

Signature: CRK

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

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Papatoetoe

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Name: UDAY SINGH

Address: 190A PUHINUI ROAD, PAPATOETOE

Phone Number: 0211219151

Signature: 

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At:

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Papatoetoe

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Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Aaron Chand

Address: 124 Puhinui road

Phone Number: 0271609813

Signature: Aaron

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

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Name: Avilash Chand

Address: 124 Puhinui Road

Phone Number: 0210513710

Signature: 

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At:

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: REGNA RANI / MANI

Address: 11103 PUHINUI RD, PAPATOETOE

Phone Number: 0272295022 / 0277103007.

Signature:  \_\_\_\_\_

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

Or phone to pick: 0275267262

A note from a homeowner on Puhinui Road:

It was great meeting you in person to discuss the impact on the properties which are located on Puhinui Road. We are also residents which are being impacted by the future development. We have been living here since 2009 and it's truly shocking and unfortunate that we may lose our property which we have worked so hard to attain. This home has been our treasure and it hurts to be forced to give it.

I am wondering if the project is planned in the next 30 years, in which case I wonder why we are affected 25-30 years before it takes place. A similar situation happened to residents on Redoubt Road. I have heard that a few properties have been claimed 4-5 years back and there has still been no development. This resulted in the properties being rented now.

We do not want to face a similar situation. Why would we sell our properties at current market rates now when the property values are declining? Hypothetically, after 20-30 years from now, property values may increase, and development may still not have occurred. Resulting in our loss of our property for nothing and a loss. We are the ones being impacted by this heavily.

It does not make sense to be selling the property at current market rates as in the future the properties may be further developed. This would take away from possible investment opportunities for the homeowners and their future which relies on their property. We have future plans to develop our property for our children and grandchildren which is now at risk.

Relocation at current times is extremely difficult as the homes are extremely close to necessities daily. As most properties in Auckland are extremely expensive it would be near impossible to find a property at a similar calibre as the ones we own.

Regards,

Reena and Manjinder

Please Act now before it's too late:

The Homeowner/s  
On Puhinui Road  
Papatoetoe

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Kia Ora

I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Sandeep Kumar and Geeta Bhardwaj

Address: 3/89 Puhinui Road, Papatoetoe

Phone Number: 0211281831

Signature: Geeta / [Signature]

Please fill the above form, sign this petition and either drop off in my letter box

At:

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Name: Rawandeep Kaur

Address: 186A Puhinui Road Papatoetoe

Phone Number: 0224329794

Signature: R. Kaur

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At:

154 Puhinui Road  
Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Manginder Singh Birn

Address: 186 Puhinui Road, Papatoetoe

Phone Number: 0212146922

Signature: Manginder Singh Birn

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

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Papatoetoe**

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Champal Patel

Address: 165 Puhinui Rd. Papatoetoe

Phone Number: 021 022 60547

Signature: 

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At:

154 Puhinui Road  
Papatoetoe

Or phone to pick: 0275267262

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Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: NIRAJ BHUTANI + ABHA WALIA

Address: 119 Puhinui Rd, Papatoetoe

Phone Number: 0211005791, 021 0296 7474

Signature: Niraj Bhutani Abha Walia

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Mohammed & Sazia Khalil

Address: 264 & 264a Puhinui Rd. Papatoetoe

Phone Number: 02102738836

Signature: 

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At:

154 Puhinui Road  
Papatoetoe

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The Homeowner/s  
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Papatoetoe

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Kia Ora *Dairy shop owner.*

I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: *Bhavesh Patel*

Address: *284 Puhinui rd*

Phone Number: *0211571719*

Signature: *B. Patel*

Please fill the above form, sign this petition and either drop off in my letter box

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Papatoetoe

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Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: MARIE STUCLMAN

Address: 154 WYLLIE ROAD

Phone Number: 02107 83342

Signature: MBL

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Papatoetoe**

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Amy Bui

Address: 219 Puhinui Road, Papatoetoe

Phone Number: 021 030 6983

Signature: 

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

and the NZ Government

Name: JOHN HANSFORD

Address: 138 PUHINUI RD, PAPATOETOE

Phone Number: 09-2780386

Signature: 

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Name: J GOLD

Address: 306 Puhinui Rd

Phone Number: 0272903306

Signature: 

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Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: BAL KRISHNA

Address: 2/199 PUHINUI ROAD - PAPATOETOE

Phone Number: 021964090

Signature: 

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: LES + CAROLINE TANA-TEPANIA

Address: 132 Puhinui RD

Phone Number: 021 792 025

Signature: 

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Name: GIANG THI LAM TRAN & TRUONG CONG NGUYEN

Address: 200 PUHINUI RD - PAPATOETOE.

Phone Number: 02108225414.

Signature: 

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At:

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Papatoetoe

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Polly Ngakhe Walker

Address: 193 Puhinui Rd

Phone Number: 0275147866

Signature: 

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: LOKESH GERA

Address: 104A, PUHINUI ROAD, PAPATOETOE, AUCKLAND

Phone Number: 020415 77753

Signature: 

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Sharon Howell

Address: 2/193 Puhinui Rd

Phone Number: 0212573469

Signature: S. Howell

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I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Fa'ana Campbell

Address: 148A Puhinui Road, Papatoetoe

Phone Number: 022 1990 187

Signature: 

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At:

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Papatoetoe

OBJECTION – TO STOP IMPACT ON PROPERTIES ON PUHINUI ROAD FROM  
AIRPORT TO BOTANY RAPID TRANSIT PROJECT.

Kia Ora

I am a resident and homeowner on Puhinui road, Papatoetoe and I will object Auckland Transport and Waka Kotahi NZ for any impact on our property now or in any future projects.

Name: Khan Magbool

Address: 2 Ranfurly Rd Papatoetoe.

Phone Number: 022 032 8440

Signature: 

Please fill the above form, sign this petition and either drop off in my letter box

At:

154 Puhinui Road  
Papatoetoe

Or phone to pick: 0275267262

**SUBMISSION ON NOTICE OF REQUIREMENT 2 – AIRPORT TO BOTANY CORRIDOR**

**To:** Auckland Council

**And to:** Auckland Transport and Waka Kotahi

**Name of Submitter:** **Ormiston Centre Ltd**

**Introduction**

1. Ormiston Centre Ltd is the owner of 14.28 hectares of land at 79 Ormiston Road, Flat Bush, at the south-western corner of the Ormiston Road – Te Irirangi Drive intersection.
2. The land is subject to NoR 2 comprising part of the Airport to Botany Corridor.
3. Ormiston Centre is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
4. The Ormiston Centre land has been the subject of successful resource consent applications and a private plan change to enable comprehensive development including:
  - Internal roading connecting to Ormiston Road and Te Irirangi Drive;
  - Specialty retail;
  - Large format retail;
  - Markets;
  - Apartments with lifts;
  - Walk-up apartments;
  - Light industrial.
5. Without significant redesign implementation of the development proposals will be frustrated by the existence of the NoR and the imposition of a designation as presently proposed.

### **Basis of objection**

6. Ormiston Centre's concerns relate to the consequences of notification and implementation of NoR 2 as follows:
- Inability to give effect to existing resource consents;
  - Inability to give effect to zoning opportunities provided by the Private Plan Change;
  - Compromising vehicular access to the land;
  - Creation of 15-year planning blight involving:
    - Uncertainty as to appropriate building design and uses;
    - Uncertainty as to location and design of infrastructure.

### **Relief sought**

7. Ormiston Centre requests a rejection of NoR 2 in its entirety.
8. In the event of the NoR proceeding conditions are requested as follows:
- Reduction of extent of land take to the minimum necessary for operation of the widened road;
  - Protection of existing vehicular access points to the land including right hand turns from Ormiston Road and Te Irirangi Drive;
  - The imposition of a 5-year lapse period.
9. Ormiston Centre seeks undertakings from the requiring authorities as follows:
- To negotiate in good faith for the prompt acquisition and purchase of any land to be taken under the designation;
  - To pay full compensation for costs of redesign;
  - To pay full compensation for additional building costs, particularly in relation to noise attenuation and maintenance of air quality;
  - To undertake proper maintenance of acquired frontage land pending its end use by the requiring authorities;
  - To fully fund any necessary relocation of underground services.

10. Ormiston Centre wishes to be heard in support of this submission.



**R E Bartlett KC**

*Counsel for Ormiston Centre Ltd*

**Address for Service:**

R E Bartlett KC  
Shortland Chambers  
Level 13, 70 Shortland Street  
Auckland 1010

PO Box 4338  
Auckland 1140

[bartlett@shortlandchambers.co.nz](mailto:bartlett@shortlandchambers.co.nz)

09 307 9827



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:419] Notice of Requirement online submission - Renaissance Apartments  
**Date:** Thursday, 6 April 2023 12:45:38 pm  
**Attachments:** [Submission.pdf](#)

---

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

#### **Contact details**

Full name of submitter: Renaissance Apartments

Organisation name: Body Corporate 316863

Full name of your agent: Asher Davidson

Email address: asher@casey.co.nz

Contact phone number: 0272130538

Postal address:

Auckland CBD  
Auckland CBD 1140

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
See attached submission.

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

The reason for my or our views are:  
See attached submission.

I or we seek the following recommendation or decision from Auckland Council:  
See attached submission.

Submission date: 6 April 2023

Supporting documents  
Submission.pdf

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

## Attachment to Submission by Body Corporate 316863

### Introduction and Summary of Submission

1. This is a submission on NoR 2: Bus Rapid Transit – Rongomai Park to Puhunui Station in the vicinity of Plunket Avenue by Auckland Transport (AT) (NoR2)
2. This submission is made by Body Corporate 316863 (BC) as representative of the owners and occupiers of the Renaissance Apartments, at 18 Ronwood Avenue, Manukau City Centre, legally described as Lot 1 DP 312646 (Property). The Property is located on the corner of Ronwood Avenue and Osterley Way, with vehicular access off Ronwood Avenue, and pedestrian access primarily from the corner of the two roads. There are 168 apartments over 16 levels, and 176 carparks are currently provided. There are approximately 167 residents.
3. NoR2 affects the Ronwood Road frontage of the Property, with approximately 335m<sup>2</sup> to be designated (Required Area). The Required Area includes the Property's vehicle access, its pedestrian access and main entrance, and a number of carparks, including accessible spaces.
4. The BC received one generic letter from AT / Supporting Growth in October 2022, attaching an indicative area of the BC's property that was within the draft designation boundary. Other than that letter, it has received no other communication or attempts to consult in relation to NOR2.
5. For the reasons set out below, the BC **opposes** NoR2 and seeks that it be withdrawn. In the less preferred alternative, it seeks modifications to NoR2 to avoid or mitigate adverse effects of the designation and proposed works on the Property and its residents.

### Specific Points of Submission

#### *Alternatives and Reasonable Necessity*

6. Based on the documentation provided, the BC does not consider that adequate consideration has been given to alternative routes or methods of undertaking the work that would avoid the need to designate the Property, or at a minimum to reduce the extent of the Property affected.
7. Given the stated lack of intention to construct the project for up to 15 years, and the BC's understanding that the project is not funded, the BC considers NoR2 to be premature and that the work and designation are not reasonably necessary for achieving AT's objectives.
8. It also requests that the lack of immediate intention to construct the work, and the lack of funding for it, be considered under s 171(1)(d) Resource Management Act 1991 and a matter reasonably necessary in order to make a recommendation to AT.

#### *Adverse effects on access*

9. The BC is very concerned about the impact of NoR2 on access to the Property. The proposed designation boundary comes very close to the apartment building and appears to involve:
  - (a) Permanent removal or relocation of the vehicular access to the Property, with no explanation about how long term access will be obtained;
  - (b) Direct removal of at least 6 carparks, with many more indirectly affected through the need to relocate access and/or because access to them is no longer available;
  - (c) Removal of the ability for emergency vehicles and trucks to access the main entrance to the Property with no explanation about how this will be able to be reinstated in the longer term;
  - (d) Removal of the main pedestrian access, with no apparent ability to re-establish this in a convenient location.

10. The NOR2 documentation does not contain information to allow the BC to understand whether or how these effects are proposed to be mitigated.
11. The BC considers these effects to be significantly adverse on the Property in general and on all residents.

***Further adverse effects on the Property***

12. The Property will be significantly impacted by the construction of the project, including, without limitation, in relation to:
  - (a) Construction noise and vibration;
  - (a) Ability to access the Property;
  - (b) Visual amenity;
  - (c) Dust.
13. Following construction, in addition to the permanent significant adverse effects on access described above, the Property and its residents will be adversely affected by the works authorised by NOR2, including, without limitation, in relation to:
  - (a) Noise and vibration from traffic, which will be brought significantly closer to the apartments;
  - (b) Residential amenity currently enjoyed by the Property and its residents;
  - (c) Availability of convenient on-site carparking and access (as described above).
14. The BC does not consider that adequate information has been provided in order for it, the Property's residents, or the Council to properly understand and evaluate the extent of the effects and what is necessary to mitigate them. It does not consider the draft conditions are adequate to address those adverse effects.

***Extended lapse period opposed***

15. A 15-year lapse period is proposed for NoR2. The BC considers the uncertainty associated with such an extended lapse period is inappropriate, unworkable and unfair to residents. The extended time frame introduces an unacceptable blight over the Property which will make future decision-making difficult and causes unnecessary stress to owners.
16. The convenience to AT in allowing itself a longer lapse period is not sufficient to justify the blight on the Property.

**Relief sought**

17. The BC seeks the following relief:
  - (a) That NOR2 be withdrawn;
  - (b) In the less preferred alternative, if NOR2 is confirmed then:
    - (i) The footprint be modified so as to avoid the Property;
    - (ii) The standard 5 year lapse period be applied;
    - (iii) Appropriate conditions be imposed to fully mitigate effects on the Property and its residents to the BC's satisfaction;
18. The BC requests that AT provides further information in relation to the effects of the designation and works on the Property specifically, including addressing the issues set out above, but specifically in relation to how it proposes to ensure appropriate access remains available at all times.

19. The BC wishes to be heard in support of its submission.



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Signed on behalf of Body Corporate 316863 (BC)

Date: 6 April 2023

**Address for Service:**

Asher Davidson  
Barrister

Ph. 027 213 0538

Email: [asher@casey.co.nz](mailto:asher@casey.co.nz)

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:420] Notice of Requirement online submission - Auckland University of Technology  
**Date:** Thursday, 6 April 2023 12:45:56 pm  
**Attachments:** [A2B Submission for AUT.pdf](#)

---

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

#### **Contact details**

Full name of submitter: Auckland University of Technology

Organisation name:

Full name of your agent: Asher Davidson

Email address: [asher@casey.co.nz](mailto:asher@casey.co.nz)

Contact phone number: 0272130538

Postal address:

Auckland CBD  
Auckland CBD 1140

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
See attached submission.

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

The reason for my or our views are:  
See attached submission.

I or we seek the following recommendation or decision from Auckland Council:  
See attached submission.

Submission date: 6 April 2023

Supporting documents  
A2B Submission for AUT.pdf

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

## Attachment to Submission by Auckland University of Technology

### Introduction and Context to Submission

1. This is a submission on the Notice of Requirement by Auckland Transport (**AT**) for a new designation from Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (**NoR**).
2. This submission is made by Auckland University of Technology (**AUT**).
3. AUT owns and operates the South Campus, located at 640 Great South Road, Manukau, legally described as Pt Lot 1 DP78609, and comprising approximately 7.8 ha (**South Campus**). The South Campus is the subject of Designation 6102 – Auckland University of Technology South Campus in the Auckland Unitary Plan (**AUT Designation**). The Minister of Education (**the Minister**) is the requiring authority for the AUT designation and has made a separate submission on the NoR.
4. The purpose of the AUT Designation is *“the construction, undertaking, establishment, management, operation and maintenance of a tertiary educational facility and every use of the land for educational and ancillary purposes”*.
5. AUT established its South Campus to improve access to and success in university education for South Aucklanders, many of whom experience considerable socio-economic and educational disadvantage. The Campus plays a critical role in the Government’s National Education and Learning Priorities and Tertiary Education Strategy, by reducing barriers to education for all, including Māori and Pacific learners, through providing a university campus in the heart of South Auckland.
6. As the AUT Designation is already in place, AT will require the consent of the Minister to undertake works affecting that Designation (s 177(1)(a) RMA). In August 2022, AUT met in good faith with representatives of Supporting Growth prior to lodgement of the NoR and provided significant information about AUT’s development proposals. AUT also suggested the outline of an agreement to manage the interaction between the two designations and sought Supporting Growth’s response on that, as well as further information relating to the NoR.<sup>1</sup> Unfortunately, Supporting Growth did not respond to that invitation or request.
7. While the earlier designation could be relied on under s 177 RMA to avoid works that would prevent or hinder development or operation of the South Campus, it is the preference of both AUT and the Minister to ensure the effects associated with the NoR are appropriately addressed at this stage, with a view to avoiding or mitigating any adverse effects on the South Campus.

### Effects on the South Campus

#### *Insufficient information to assess effects*

8. The NoR lacks appropriate information to allow AUT to fully understand the effects on the South Campus. It is requested that AT provide these as soon as possible.
9. The NoR proposes to designate 2,374m<sup>2</sup> of land occupied by the South Campus. It is understood that this area is required for construction and that the final designation boundary may eventually be pulled back, however this is unclear from the NoR and requests to Supporting Growth for information in this regard have not been responded to. AUT has also requested information about construction methodology and access in order to inform its submission, but no response has been provided.
10. A concept plan provided to AUT prior to lodgement of the NoR shows batters outside the proposed designation footprint which intrude further into the Campus and over existing infrastructure (see plan

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<sup>1</sup> Supporting Growth is the alliance responsible for delivering the A2B Project, with AT being the requiring authority member.



**attached**). This calls into question the accuracy of the information provided, what is actually proposed and whether the works can realistically be contained to the footprint sought. Clarification, or correction of the plans to show all works as being within the footprint, is requested.

11. AUT has substantial plant and underground infrastructure in the area subject to the NoR, and it is unclear whether or how the works may impact on that infrastructure.
12. The topography in the vicinity of the South Campus means the road proposed by the NoR will require a substantial retaining wall along the Great South Road frontage. AUT's understanding is that this wall could be up to 10 metres in height. The NoR lacks appropriate information on the intended dimensions and design of the wall, as well as lacking an assessment of its effects.
13. It is not clear how the main pedestrian access, located at the southern corner of the campus at the intersection of Great South Road and Te Irirangi Drive, will be impacted by the retaining wall and proposed designation boundary.

*Adverse effects associated with construction*

14. Construction of the proposed works has the potential to have significant adverse noise, vibration, and visual effects, including on students and other community users of the Campus.
15. There is also at least one building (MF Building) which is identified in the Vibration Report accompanying the NoR as being within the 2mm/s contour and therefore exposed to adverse vibration effects.
16. AUT are unclear what portion of the campus might be required for construction works and how this might impact on its day-to-day operations.
17. AUT is concerned that construction should not present a barrier to access to the Campus. Construction is proposed along two frontages of the Campus and there is the potential for access to be significantly adversely affected, including pedestrian, cycle and vehicular.

*Adverse effects associated with the works*

18. The works have the potential to have adverse noise effects on users of the South Campus, including those using the outdoor areas of the Campus. Identification of the South Campus as a Protected Premise or Facility may be insufficient to appropriately address noise effects on the South Campus given the educational and community focus of the site.
19. The works also have the potential for adverse visual effects on the South Campus, noting that the NoR encompasses a stand of mature trees along the Te Irirangi Drive frontage, which will be required to be removed.
20. The works affect the Te Irirangi Drive/Great South Road intersection, which forms the principal pedestrian access to the Campus and has been deliberately designed to be open to the community. The closing off of this access will have adverse urban design outcomes and reduced visibility to the site has CPTED outcomes which need to be appropriately assessed and addressed.
21. As noted above, it is understood that a large retaining wall is proposed along the Great South Road frontage of the South Campus. This is expected to have significant adverse visual and amenity effects for users of the Campus and the community generally and to adversely affect the amenity associated with the South Campus.

22. The wall is also likely to present a significant barrier to access for cyclists and pedestrians especially those with existing mobility challenges.
23. The extent of the NoR will impact on future development plans for the South Campus by permanently restricting a planned key road circulation route.
24. Significant underground and above ground infrastructure located within the vicinity of the MH building, will be impacted by the works associated with the NoR.

***Extended lapse period opposed***

25. A 15-year lapse period is proposed for the NoR. While AUT understands the rationale for the extended period, it is considered the effects outlined above will be exacerbated by the uncertainty as to whether the works will proceed at all, and if so, the form they will take. This will have significant impacts on the ability to undertake forward planning for this site.
26. In the absence of a definite timeframe for implementation of the works, AUT cannot properly factor the works, particularly the retaining wall, into its Campus design.

**Relief sought**

27. AUT seeks the following relief:
  - (a) Supporting Growth / AT provide further information on:
    - The maximum final extent of land to be acquired by AT from the South Campus;
    - Maximum dimensions of the retaining wall on Great South Road;
    - Visual depictions of how the retaining wall will appear when viewed from the Campus, including a shading assessment;
    - Construction methodology & layout areas including whether access is proposed over the South Campus, and how this is proposed to be managed;
    - Construction effects including effects on all campus facilities including MF Building;
    - Clarification as to whether stormwater modelling takes account of the retaining wall, and if not, updated modelling accounting for this.
  - (b) Appropriate conditions be imposed to fully mitigate effects on the South Campus as outlined above, and any further effects that may be identified through the provision of further information;
  - (c) That the designation is clearly identified as secondary to the South Campus Designation;
  - (d) The lapse date be reduced to the standard 5-year period.
28. In the event that the relief sought is not granted, that the NoR be withdrawn insofar as it overlies or affects the South Campus.
29. AUT wishes to be heard in support of its submission.

30. It is likely that AUT and the Minister of Education will present a joint case.



---

Signed on behalf of Auckland University of Technology

Date: 6 April 2023

**Address for Service:**

Asher Davidson  
Barrister

Ph. 027 213 0538

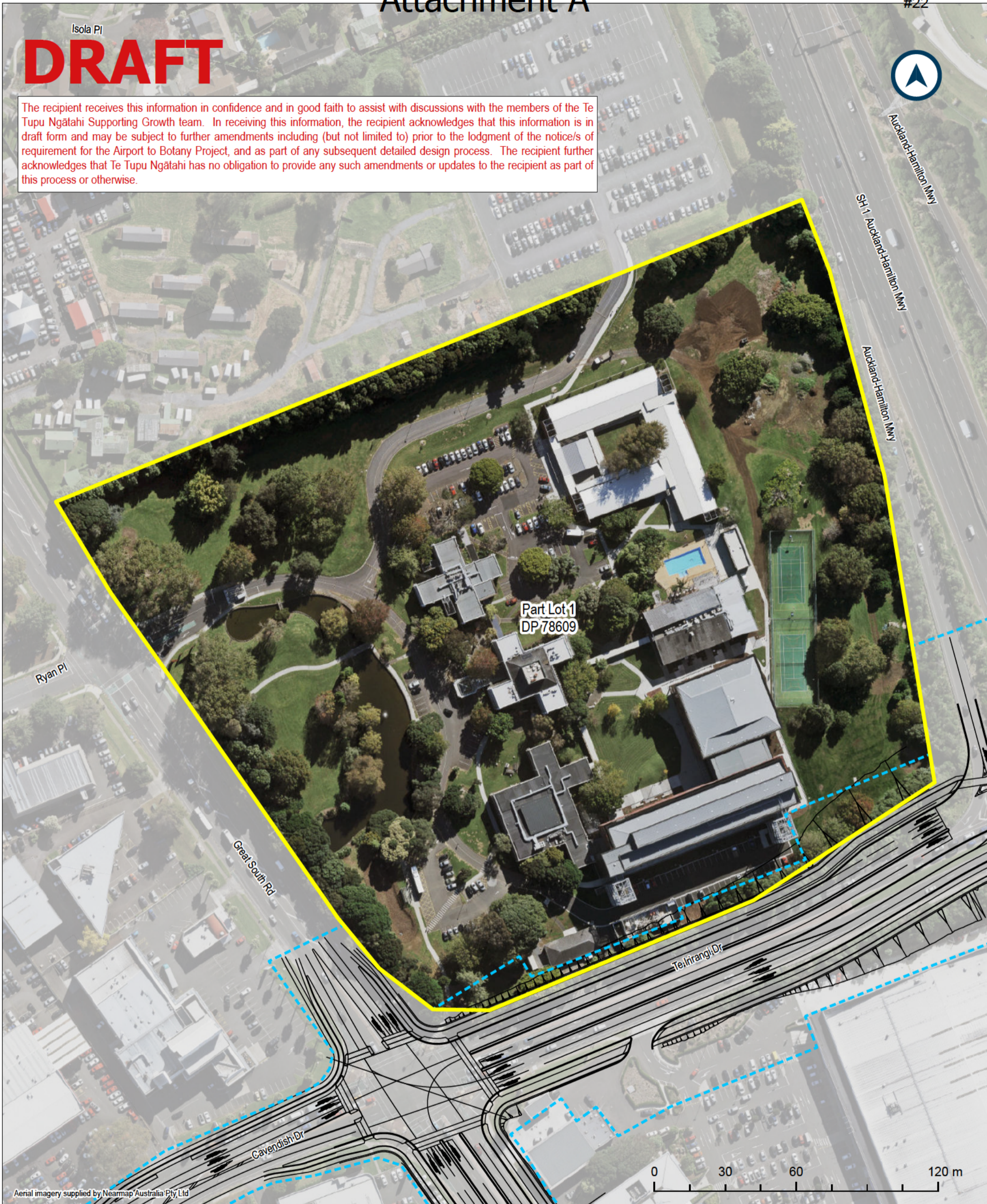
Email: [asher@casey.co.nz](mailto:asher@casey.co.nz)



Isola Pl

# DRAFT

The recipient receives this information in confidence and in good faith to assist with discussions with the members of the Te Tupu Ngātahi Supporting Growth team. In receiving this information, the recipient acknowledges that this information is in draft form and may be subject to further amendments including (but not limited to) prior to the lodgment of the notice/s of requirement for the Airport to Botany Project, and as part of any subsequent detailed design process. The recipient further acknowledges that Te Tupu Ngātahi has no obligation to provide any such amendments or updates to the recipient as part of this process or otherwise.



### LEGEND

- Your Property Boundary
- Draft Designation Boundary
- Draft Concept Design

#### NOTES

1. Property Boundary data derived from Land Information New Zealand
2. This map shows the area of land that may be affected by the route
3. This plan may not include all the land in your ownership over a wider area

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document. Scale may be incorrect when printed.

Owner ID: 540029

Title No: NA64D/692

640 Great South Road

**Airport to Botany Bus Rapid Transit**

Date : 16/08/2022



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:421] Notice of Requirement online submission - Minister of Education  
**Date:** Thursday, 6 April 2023 12:46:01 pm  
**Attachments:** [A2B Submission for Minister of Education.pdf](#)

---

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

#### **Contact details**

Full name of submitter: Minister of Education

Organisation name:

Full name of your agent: Asher Davidson

Email address: asher@casey.co.nz

Contact phone number: 0272130538

Postal address:

Auckland CBD  
Auckland 1140

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
See attached submission.

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

The reason for my or our views are:  
See attached submission.

I or we seek the following recommendation or decision from Auckland Council:  
See attached submission.

Submission date: 6 April 2023

Supporting documents  
A2B Submission for Minister of Education.pdf

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

## Attachment to Submission by Minister of Education

### Introduction and Context to Submission

1. This is a submission on the Notice of Requirement by Auckland Transport (**AT**) for a new designation from Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (**NoR**).
2. This submission is made by the Minister of Education (**Minister**) as requiring authority with responsibility for Designation 6102 – Auckland University of Technology South Campus in the Auckland Unitary Plan (**AUT Designation**).<sup>1</sup>

The South Campus is located at 640 Great South Road, Manukau, legally described as Pt Lot 1 DP78609, and comprising approximately 7.8 ha (**South Campus**). The purpose of the AUT Designation is *“the construction, undertaking, establishment, management, operation and maintenance of a tertiary educational facility and every use of the land for educational and ancillary purposes”*. AUT established its South Campus to improve access to and success in university education for South Aucklanders, many of whom experience considerable socio-economic and educational disadvantage. The Campus plays a critical role in the Government’s National Education and Learning Priorities and Tertiary Education Strategy, including by reducing barriers to education for all, including Māori and Pacific learners, by providing a university campus in the heart of South Auckland.

3. As the AUT Designation is already in place, AT will require the consent of the Minister to undertake works affecting that Designation. In August 2022, AUT met in good faith with representatives of Supporting Growth prior to lodgement of the NoR and provided significant information about AUT’s development proposals. AUT also suggested the outline of an agreement to manage the interaction between the two designations, and sought Supporting Growth’s response on that, as well as further information relating to the NoR. Unfortunately, Supporting Growth did not respond to that invitation or request.
4. While the Minister could rely on its status as earlier requiring authority, my preference and that of AUT is to ensure the effects associated with the NoR are appropriately addressed at this stage, with a view to avoiding or mitigating any adverse effects on the South Campus.

### Effects on the South Campus

#### *Insufficient information to assess effects*

5. The NoR lacks appropriate information to allow the Minister to fully understand the effects on the South Campus. It is requested that AT provide these as soon as possible.
6. The NoR proposes to designate 2,374m<sup>2</sup> of land occupied by the South Campus. It is understood that this area is required for construction and that the final designation boundary may eventually be pulled back, however this is unclear from the NoR and requests to AT for information in this regard have not been responded to. AUT has also requested information about construction methodology and access in order to inform its submission, but no response has been provided.
7. A concept plan provided to AUT prior to lodgement of the NoR shows batters outside the proposed designation footprint which intrude further into the Campus and over existing infrastructure (see plan **attached**). This calls into question the accuracy of the information provided, what is actually proposed and whether the works can realistically be contained to the footprint sought. Clarification, or correction of the plans to show all works as being within the footprint, is requested.

---

<sup>1</sup> Note that the Unitary Plan records the requiring authority as the Minister for Tertiary Education, Skills and Employment, however that Ministry has been disbanded and responsibility for all designations now rests with the Minister for Education. Notification to Auckland Council to correct the name of the requiring authority is being separately advanced.



8. AUT has substantial plant in the area subject to the NoR, and it is unclear whether or how the works may impact on that infrastructure.
9. The topography in the vicinity of the South Campus means the road proposed by the NoR will require a substantial retaining wall along the Great South Road frontage. My understanding is that this wall could be up to 10 metres in height. The NoR lacks appropriate information on the intended dimensions and design of the wall, as well as lacking an assessment of its effects.
10. It is not clear how the main pedestrian access, located at the southern corner of the campus at the intersection of Great South Road and Te Irirangi Drive, will be impacted by the retaining wall.

*Adverse effects associated with construction*

11. Construction of the proposed works has the potential to have significant adverse noise, vibration and visual effects, including on students and other community users of the outdoor areas of the Campus.
12. The Minister is concerned that construction should not present a barrier to access to the Campus. Construction is proposed along two frontages of the Campus and there is the potential for access to be significantly adversely affected, including pedestrian, cycle and vehicular.

*Adverse effects associated with the works*

13. The works have the potential to have adverse noise effects on users of the South Campus, including those using the outdoor areas of the Campus. Identification of the South Campus as a Protected Premise or Facility may be insufficient to appropriately address noise effects on the South Campus given the educational and community focus of the site.
14. The works also have the potential for adverse visual effects on the South Campus, noting that the NoR encompasses a stand of mature trees along the Te Irirangi Drive frontage, which will be required to be removed.
15. The works affect the Te Irirangi Drive / Great South Road intersection, which forms the principal pedestrian access to the Campus and has been deliberately designed to be open to the community. The closing off of this access will have adverse urban design outcomes and reduced visibility to the site has CPTED outcomes which need to be appropriately assessed and addressed.
16. As noted above, it is understood that a large retaining wall is proposed along the Great South Road frontage of the South Campus. This is expected to have significant adverse visual and amenity effects for users of the Campus and the community generally and to adversely affect the amenity associated with the South Campus.
17. The wall is also likely to present a significant barrier to access for cyclists and pedestrians especially those with existing mobility challenges.
18. The extent of the NoR will impact on future development plans for the South Campus by permanently restricting a planned key road circulation route.
19. Significant underground infrastructure located within the vicinity of the MH building, will be impacted by the works associated with the NoR.

*Extended lapse period opposed*

20. A 15-year lapse period is proposed for the NoR. While the Minister understands the rationale for the extended period, it is considered the effects outlined above will be exacerbated by the uncertainty as to whether the works will proceed at all, and if so, the form they will take.
21. In the absence of a definite timeframe for implementation of the works, AUT cannot properly factor the works, particularly the retaining wall, into its Campus design.

**Relief sought**

22. The Minister seeks the following relief:
- (a) AT provide further information on:
- The maximum final extent of land to be acquired by AT from the South Campus;
  - Maximum dimensions of the retaining wall on Great South Road;
  - Visual depictions of how the retaining wall will appear when viewed from the Campus, including a shading assessment;
  - Construction methodology including whether access is proposed over the South Campus, and how this is proposed to be managed;
  - Clarification as to whether stormwater modelling takes account of the retaining wall, and if not, updated modelling accounting for this.
- (b) Appropriate conditions be imposed to fully mitigate effects on the South Campus as outlined above, and any further effects that may be identified through the provision of further information;
- (c) The lapse date be reduced to the standard 5-year period.
23. In the event that the relief sought is not granted, that the NoR be withdrawn insofar as it overlies or affects the South Campus.
24. The Minister wishes to be heard in support of her submission.
25. It is likely that the Minister and AUT will present a joint case.



---

Signed on behalf of the Minister of Education

Date: 6 April 2023

**Address for Service:**

Asher Davidson  
Barrister

Ph. 027 213 0538

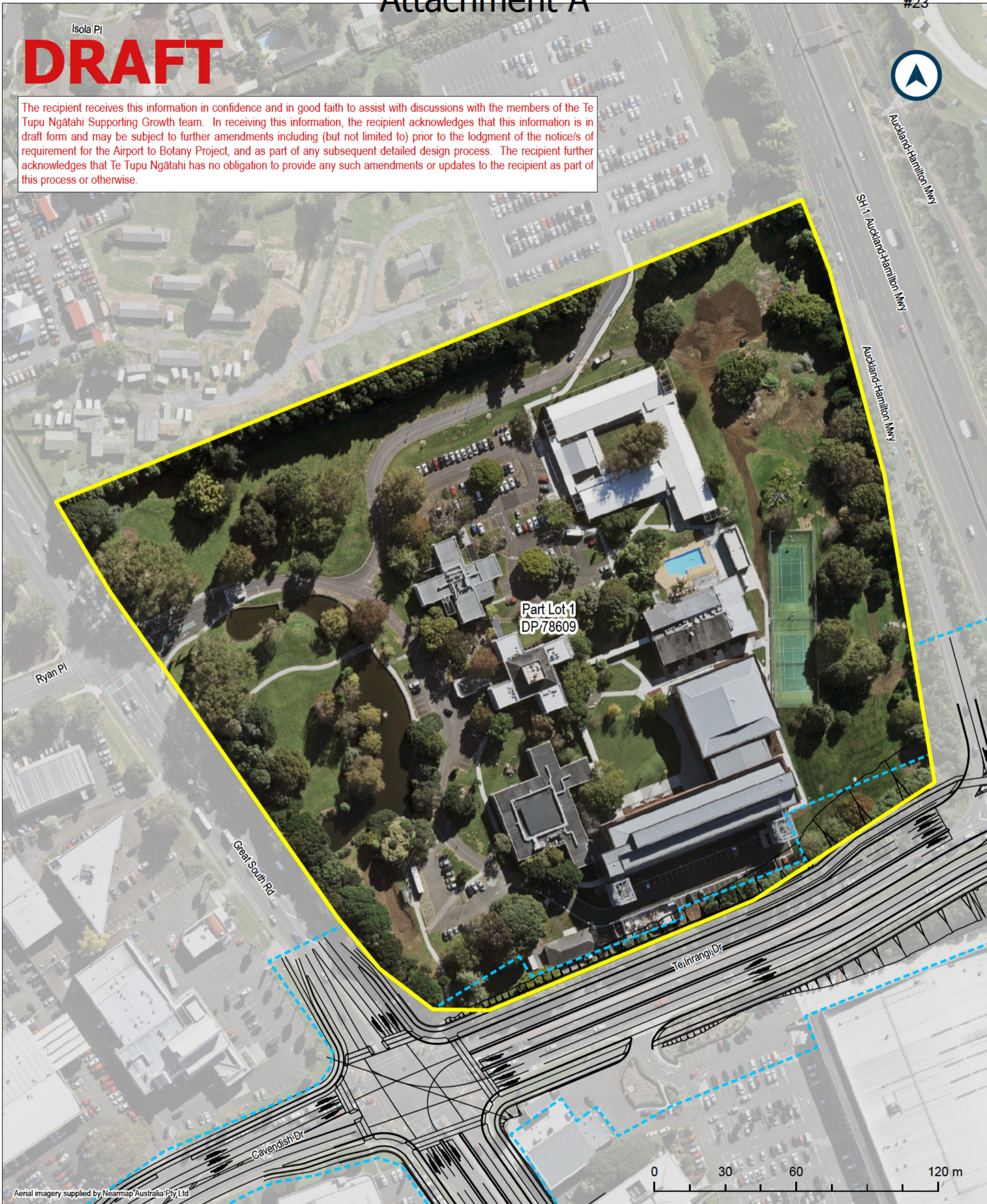
Email: [asher@casey.co.nz](mailto:asher@casey.co.nz)



Isola Pl

# DRAFT

The recipient receives this information in confidence and in good faith to assist with discussions with the members of the Te Tupu Ngātahi Supporting Growth team. In receiving this information, the recipient acknowledges that this information is in draft form and may be subject to further amendments including (but not limited to) prior to the lodgment of the notice/s of requirement for the Airport to Botany Project, and as part of any subsequent detailed design process. The recipient further acknowledges that Te Tupu Ngātahi has no obligation to provide any such amendments or updates to the recipient as part of this process or otherwise.



### LEGEND

- Your Property Boundary
- Draft Designation Boundary
- Draft Concept Design

#### NOTES

1. Property Boundary data derived from Land Information New Zealand
2. This map shows the area of land that may be affected by the route
3. This plan may not include all the land in your ownership over a wider area

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

This map contains data derived in part or wholly from sources other than those party to the Supporting Growth Alliance, and therefore, no representations or warranties are made by those party to the Supporting Growth Alliance as to the accuracy or completeness of this information.

Map intended for distribution as a PDF document. Scale may be incorrect when printed.

Owner ID: 540029

Title No: NA64D/692

640 Great South Road

**Airport to Botany Bus Rapid Transit**

Date : 16/08/2022



**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION FOR  
BUS RAPID TRANSIT – RONGOMAI PARK TO PUHINUI STATION  
BY AUCKLAND TRANSPORT**

**Section 168(2) of the Resource Management Act 1991**

To: Auckland Council, Plans and Places  
Private Bag 92300  
Auckland 1142  
Attention: Planning Technician

**BPG DEVELOPMENTS LIMITED** c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notice of requirement lodged by Auckland Transport in respect of a designation in the Auckland Unitary Plan for the construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue to provide for a Bus Rapid Transit corridor, walking and cycling facilities and associated infrastructure (the “**NoR**”).

1. The NoR is a component of the broader Airport to Botany Bus Rapid Transit Project which will provide an 18km dedicated, high capacity, reliable, and frequent bus rapid transit corridor and walking and cycling facilities (the “**Project**”).
2. The Submitter will be directly affected by the Plan Change as it is responsible for managing properties at 613 – 615 Great South Road (the “**Site**”), part of which come within the designation boundaries. The Site is owned by Manukau Junction Limited.
3. The Submitter and the registered proprietor of the Site are not trade competitors of the applicant for the NoR and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoR, and supports the Project, but seeks to ensure that:
  - (a) There will be no long-term (i.e.: post-construction) adverse effects on access to and egress from the Site or on activities that are undertaken on the Site;
  - (b) Adverse effects on the operation of the Site during the construction of the Project are avoided or minimised; and

- (c) There will be no adverse effects to the current car parking layout, configuration and quantity both during construction and long term.

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoR will:
  - (i) Not promote the sustainable management of natural and physical resources;
  - (ii) Not amount to and promote the efficient use and development of resources;
  - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
  - (iv) Generate significant adverse effects on the environment, and in particular, on the Site; and
  - (v) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

- (b) The Site comprises the Cavendish Corner commercial centre. It is located at the intersection of the designation, where the Bus Rapid Transit turns south from Te Irirangi Drive onto Great South Road.
- (c) The frontage of the Site along Cavendish Drive and Great South Road is encapsulated within the NoR.
- (d) The Submitter is concerned that the proposed layout of the designation, as shown in the General Arrangement Plan submitted with the NoR, may create significant adverse effects on access to and egress from the Site.
- (e) The Submitter understands that the NoR is not intended to cause any permanent changes to property access/egress (i.e.: all of the vehicle accesses to the Site are to be retained) but this is not apparent from the General Arrangement Plan.
- (f) Access to the Site from Great South Road is unaffected by the designation, as the designation stops south of any of the entrances from Great South Road to the Site.
- (g) Access to the Site from Cavendish Drive comes within the proposed designation, and may be adversely affected by the NoR:

- (i) The General Arrangement Plan appears to indicate that the Cavendish Drive entrance will be closed and not reinstated.
  - (ii) In contrast, the NoR material indicates that, while the entrance may be adversely affected by earthworks (from reforming and regrading works) during the construction phase of the Project, it will ultimately be reinstated.
  - (iii) The Submitter seeks that the Cavendish Drive entrance be clearly identified on the General Arrangement Plan as being reinstated and retained, and that conditions be imposed to ensure that there will be no long-term (i.e.: post construction) effects on it.
- (h) Efficient vehicle access to and egress from the Site is required to:
- (i) Ensure the operation and commercial viability of businesses located at the Site.
  - (ii) Enable the businesses and services on the Site to continue to provide functional benefits and urban amenity to occupants of the surrounding residential areas.
- (i) Adverse effects on access to and egress from the Site should be minimised as far as practicable during construction and avoided in the long term.
- (j) Adverse effects on the current car parking configuration and quantity need to be avoided both during construction and in the long term if the commercial activities and community services at the Site are to continue to contribute to the social and economic wellbeing of the local community.
- (k) In addition to the more specific conditions set out below, the Submitter seeks inclusion of a condition which specifies that, once construction is complete, the extent of the designation will be reduced as soon as possible to include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (l) A construction traffic management plan has not been provided with the application. The designation should require that this be provided prior to commencement of the works and should include conditions which ensure that the works undertaken will not generate unnecessary and inappropriate adverse effects on the Site.
6. The Submitter seeks that the NoR be accepted provided conditions are inserted to address the following:

- (a) That the designation be amended and conditions imposed on it to ensure that vehicle access between the Site and Cavendish Drive is reinstated and then retained in its current form following completion of construction.
- (b) That conditions are imposed on the designation to ensure that:
- (i) There will be no long-term (i.e.: post construction) effects on any of the existing vehicle accesses serving the Site and that those accesses will be retained largely in their current form following completion of construction.
  - (ii) That adverse effects on access to and egress from the Site are minimised as far as practicable during construction.
  - (iii) The extent of the designation to be reduced as soon as possible once construction in the immediate vicinity of the Site is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
  - (iv) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
    - Prepared by the requiring authority in consultation with the Submitter;
    - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
    - Approved by the Council.
- (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

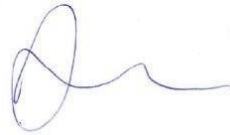
If the above relief is not accepted, the Submitter seeks that the NoR be declined.

7. The Submitter wishes to be heard in support of its submission.
8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



**DATED** this 6<sup>TH</sup> day of April 2023

**BPG DEVELOPMENTS LIMITED** by its  
solicitors and duly authorised agents, Ellis  
Gould



---

**D A Allan / C S S Woodhouse**

**ADDRESS FOR SERVICE:** The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Douglas Allan: [dallan@ellisgould.co.nz](mailto:dallan@ellisgould.co.nz)

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:424] Notice of Requirement online submission - Ben Schollitt  
**Date:** Thursday, 6 April 2023 7:45:39 pm

---

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

#### **Contact details**

Full name of submitter: Ben Schollitt

Organisation name:

Full name of your agent:

Email address: jam\_in@live.com

Contact phone number: 02108161157

Postal address:  
35 trinidad street  
blockhouse bay  
auckland 0600

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

Waste of money and massive disruptions to traffic and mostly important families and house on the roads that will be affected. Current bus lanes and unifying bus lanes from point A to B would be a better spend of money and current better outcomes for all party's and communities.

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

Don't go ahead with the 13 billion dollar plan. Spend money on having continuous bus lanes if transport options are needed. Many of the roads have bus lanes or could create bus lanes with far less tax dollars.

Submission date: 6 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:431] Notice of Requirement online submission - Savitri Devendra  
**Date:** Saturday, 8 April 2023 7:45:33 pm

---

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

#### **Contact details**

Full name of submitter: Savitri Devendra

Organisation name:

Full name of your agent:

Email address: savitrid@xtra.co.nz

Contact phone number: 0272722946

Postal address:

8A-18

Ronwood Avenue

Manukau City

Auckland 2104

Manukau

Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

NOR2:Bus Rapid Transit through Ronwood Ave

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

The reason for my or our views are:

This plan will have an adverse effect on many properties on Ronwood Avenue particularly the residential complex we live in (The Renaissance) where there are 168 apartments. The proposed construction work/demolitions/digging/vibration etc will affect the structure of the building and in the long run will affect the selling price as well as the aesthetic value of the property will be permanently changed. On top of that the issues with the road dust which is already a concern will escalate which is a H &S concern. Also the reduced land area around the building may affect the stability and integrity of the building in the long run as the supporting solid mass around the building will be reduced. If the buses need to stop at Manukau Bus station, the simplest and most sensible route would be to use Te Irrirangi Drive -> Great South Road -> Manukau Station Road -> Manukau Bus Station. In fact there is no particular advantage in taking a turn to Ronwood Avenue when there is a more straight forward route available and Great South Road and Station Road are already quite wide with two lanes and cycle lanes also in place. Alternatively Great South Road -> Cavendish Road is another option as Cavendish Drive is also a wider road with two lanes.

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

Would like to know the reason for including Ronwood Avenue in the proposed plan when simpler, easier and more straight forward routes are available with minimal damage to the surrounding residential and commercial properties.

Submission date: 8 April 2023

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:438] Notice of Requirement online submission - Aaron Chand  
**Date:** Sunday, 9 April 2023 7:45:50 pm

---

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

#### **Contact details**

Full name of submitter: Aaron Chand

Organisation name:

Full name of your agent:

Email address: avi\_n\_arish@hotmail.com

Contact phone number: 0273641914

Postal address:  
124A Puhinui Road  
Papatoetoe  
Papatoetoe  
Auckland 2014

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

124A Puhinui Road being affected (to be removed) to allow build of infrastructure

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

The reason for my or our views are:

This is a family house , has years of memories. I started from the real bottom and recreated the environment to meet family demands with all amenities readily available for grand kids, examples schools nearby (which gives family confidence and removes dependence from parents so that they can attend work and meet family financial demands and that children will be able to reach school safely. As senior citizens, we will not be create or buy same nature of house or get loans to start from the real bottom of building such a beautiful home and may have to settle to less with no services around which could add real difficult to our life. Knowing the traffic in auckland, relocating to a suitable location isn't possible with the current housing shortage and also ability to buy the similar property with the land size is something I am real worried about, hence I do not agree for the project to go ahead and my house area be designated.

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

I do not agree to my area being designated, I also do not want any construction to be done on my area, full or part of the area at all as long as I am residing at the land and property. I am not happy to compromise. If the project does go ahead and area is designated due to majority and of course no one able to provide strong enough reasons, I would like the requisition team to be stood up at the earliest and us given the the freedom to move ahead and find the family home that I have stood up to this date. I want to know what Auckland Council has to say on this and due to developments in auckland and land being occupied at a much greater rate, I am not willing to settle in a suburb which does not meet the family comfortability.

Submission date: 9 April 2023

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:442] Notice of Requirement online submission - Dannie HA  
**Date:** Monday, 10 April 2023 3:45:41 pm

---

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

#### **Contact details**

Full name of submitter: Dannie HA

Organisation name: none

Full name of your agent: none

Email address: [danni.danniha@gmail.com](mailto:danni.danniha@gmail.com)

Contact phone number: 021-288 0129

Postal address:  
220 TE IRIRANGI DRIVE,  
FLAT BUSH  
AUCKLAND 2019

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

No consultation in advance, and do not understand the whole project! Then dropped the bomb to us with none notices at all, and causing my life under big chaotic and stress !

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

If this notice of requirement for AT is announced in public already, then our properties' value will be halted in value for further investments. 1/ Auckland Council can buy our properties asap under market value now ?? Normally resident properties will double their value in every 10 years. Price and When ?? 2/ Auckland Council can buy our properties NOW and rent it back to the owner ?? 3/ Auckland Council can waive or reduce our land rate and house insurance under this AT proposal of notice of requirement ?? 4/ Time is the real concern too, we don't have 10 to 15 years to wait !

Submission date: 10 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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



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

**From:** [RealEstate.AU@jw.org](mailto:RealEstate.AU@jw.org)  
**To:** [Unitary Plan](#)  
**Subject:** Submission: NOR 2: Bus Rapid Transit – Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue (Auckland Transport)  
**Date:** Monday, 10 April 2023 5:10:23 pm

---

Attn: Planning Technician - Auckland Council

Dear Sir/Madam

I write to you from the Australasia Branch Office of Jehovah's Witnesses who represent: **Otara Congregation of Jehovah's Witnesses, Auckland** the legal owners of the property located at: **65 Coachman Drive, Clover Park**.

We would like to lodge a submission on the **NOR 2: Bus Rapid Transit – Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue (Auckland Transport)**.

Here are various points for your consideration:

- Will a portion of our land be compulsory acquired for this project?
- Road construction is in close proximity to our building, will this impact the buildings structural integrity?
- Will there be any impact to the access of the property during construction?
- Will there be any impact to the access of the property post construction? ie. will one of our entry ways be cut off?
  
- Will there be increased noise post construction?

We do not object to the Notice of Requirement but look forward to resolving the above concerns through the normal processes. Thank you.

Regards,

-Joshua Sapienza

**Australasia Branch | Local Design/Construction Department | Real Estate**

PHONE: +61 2 8203 9338 | MOBILE: +61 421 286 210

[www.jw.org](http://www.jw.org)

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**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:443] Notice of Requirement online submission - Reena Rani  
**Date:** Monday, 10 April 2023 5:15:41 pm

---

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

#### **Contact details**

Full name of submitter: Reena Rani

Organisation name:

Full name of your agent:

Email address: karwal.reena@gmail.com

Contact phone number:

Postal address:  
1/103 Puhinui Road  
Papatoetoe  
Manukau 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

I have lived in this house for several years, a critical part of my life. This is the only place of such convenience to schools, transportation, recreational parks, and other facilities like this. My house is large and spacious for my family and me. My kids have recently entered adulthood and are venturing into the wider world, so this location is vital for their growth as they have plentiful space to work towards their future as part of New Zealand. The house is a centralized gateway to society for us and has significant value. As an initial immigrant, finding a home had been difficult. After years of hard work, we could finally afford this house, and now, relocating results in a financial burden and a loss of something more than just a home for us. It is where my children were raised and the development of our dedication in New Zealand. This house is where we would like to welcome new members to our family. In addition to this, house prices in Auckland are extremely expensive. Auckland Council will further impact the housing crisis in Auckland negatively due to more people who will be without a home.

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

I seek that Auckland council change their decision and cancel this plan so we can save our homes.

Submission date: 10 April 2023

#### **Attend a hearing**

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

#### **Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:448] Notice of Requirement online submission - Risha Kumar  
**Date:** Monday, 10 April 2023 8:00:41 pm

---

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

#### **Contact details**

Full name of submitter: Risha Kumar

Organisation name:

Full name of your agent: Risha Kumar

Email address: sharmen-risha@hotmail.co.nz

Contact phone number: +64211608503

Postal address:  
207 Te Irirangi Drive  
Flatbush  
Auckland 2019

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

Hi I am a resident of 207 Te Irirangi Drive since October 2002. I am worried about the following - how this project will affect our property. -I would like some clarity around how safe it will be to be living here while the project will take place -Is the council going to take some land from our property? As we have spent \$20 000 to make a fence in the year 2011 to protect our children from going on the road, will we have to move the fence? if yes than who will pay for the cost of it -Is the council going to buy our property? do we need to start looking at other options for housing? -We do use the street parking, will this still be available during and after the project is complete? -will we be compensated for the disturbance caused during this project? We need clarity as to how this will affect our property as we have just renovated this whole house with a new kitchen and flooring, we want to work on landscaping and need to know if it will be worth spending the money. If the council plans to buy the property than we could rethink our options depending on how much they will be offering us.

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

I would like clarity of if the council will be buying our property or just using part of it. Will they pay us for the disturbance caused during this project? if they will buy the property, will they be paying us the council valuation or the price we seek? I also would like to know how safe it will be to continue to use the property while the project goes on. If we have to move for the time the project will take place, will accommodation be provided?

Submission date: 10 April 2023

#### **Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

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**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:449] Notice of Requirement online submission - Ramon Lopez  
**Date:** Monday, 10 April 2023 8:45:39 pm

---

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

#### **Contact details**

Full name of submitter: Ramon Lopez

Organisation name:

Full name of your agent: Ramon Lopez

Email address: rclopez311@yahoo.com

Contact phone number: 0212086149

Postal address:  
2/192 Te Irirangi Drive Flat Bush  
Auckland  
Auckland 2023

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

I oppose the Notice of Requirement due to the reason that we will be having less space to manoeuvre our vehicles. The value of our property will definitely go down. There will be less privacy and the noise for the traffic around us will be louder.

I or we seek the following recommendation or decision from Auckland Council:  
Just use the center island for the project and don't claim any property.

Submission date: 10 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:450] Notice of Requirement online submission - Alice Anne Lopez  
**Date:** Monday, 10 April 2023 9:00:38 pm

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

#### **Contact details**

Full name of submitter: Alice Anne Lopez

Organisation name:

Full name of your agent:

Email address: [anneplopez@yahoo.com.ph](mailto:anneplopez@yahoo.com.ph)

Contact phone number: 02102957009

Postal address:  
2/192 Te Irirangi Drive  
Flat Bush  
Manukau 2023

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

I oppose the Notice of Requirement because it will create less area for us to move around our property. The shorter distance from the road will cause less access, more traffic noise and disturbance. The value of my property will go down due to this project.

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

I would like to request to be compensated of the value of the property that will go down and the inconveniences brought about if the project will push through.

Submission date: 10 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:451] Notice of Requirement online submission - John Isaac Subhashni Devi Sadd  
**Date:** Monday, 10 April 2023 10:45:38 pm

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

#### **Contact details**

Full name of submitter: John Isaac Subhashni Devi Sadd

Organisation name:

Full name of your agent:

Email address: johnnyisaac22@gmail.com

Contact phone number: 0211272046

Postal address:

196 Puhinui Rd

Papatoetoe

Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

We oppose to the disruption and uprooting of our family and our community.

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

Find another route for the transit lanes eg - Cavindish drive.

Submission date: 10 April 2023

#### **Attend a hearing**

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

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

Yes

#### **Declaration**

I accept and agree that:

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

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**To:** [Unitary Plan](#)  
**Subject:** [ID:452] Notice of Requirement online submission - Simran Krishna  
**Date:** Monday, 10 April 2023 10:45:39 pm

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

#### **Contact details**

Full name of submitter: Simran Krishna

Organisation name:

Full name of your agent:

Email address: simran.jahnvi.k@gmail.com

Contact phone number: 0210604618

Postal address:  
85 Puhinui Road  
Papatoetoe  
Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

I believe that bettering the current transport system for the future shouldn't have to come at the expense of displacing individuals and families or demolishing homes and other businesses in the area. Especially during a cost of living crisis and housing crisis. My main points are that: - A plan such as this should not be at the major expense of the community and its people. - This plan only leaves many families and individuals without a home, during a cost of living crisis and housing crisis. Many people in these areas are minorities who have moved to New Zealand for an attempt at a better life. This notice of requirement shows that their efforts, hard work and lives are nothing and not important when it comes to the transport system that no one in these areas use. - It will be unlikely that these same families and individuals will be able to afford and purchase what they have now, only setting people, families and the community back. - Actions such as this alienates individuals and even further pushes the narrative that maybe making the move overseas (which we are already seeing) is better than staying in a country where they think that they benefit more from a cycle lane than they do from you, and others working and living in this area. - When reviewing documents of this plan, no research was conducted by talking directly to those individuals in the area that it would affect or claims to benefit. - Research was conducted had been asked outside of this area with a small sample size. It is obvious that the current bus system in this area is not busy, is not in demand and not utilised already. For such a large project it seems that not many social impacts have been taken into consideration such as: - displacing families who own homes in this area - effects on small business own by locals - an accurate number of individuals taking this bus route daily to justify a build such as this

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

This could be built on Cavendish Drive as an alternative route, NOT through the suburbs and demolishing homes where people live.

Submission date: 10 April 2023

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:458] Notice of Requirement online submission - Minakshi Mohanlal  
**Date:** Monday, 10 April 2023 11:15:38 pm

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

#### **Contact details**

Full name of submitter: Minakshi Mohanlal

Organisation name:

Full name of your agent: Avisha Mohanlal

Email address: minakshi.mohanlal@gmail.com

Contact phone number: 098276146

Postal address:  
3189A Great North Road  
New Lynn  
Auckland  
Auckland 0600

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Widening of Puhinui Road

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

The reason for my or our views are:

Widening of the road means a loss of land from my property which would have been useful family space. Widening of the road would lead an increase of vibration from large vehicles like buses and lorries. Puhinui road, in the recent years has a lot of housing development due to the zone type. Therefore, being a residential area and the proposed plan of widening the road means an increase in traffic which would lead to high probability of accidents. I believe that the money which would be spent on materials, redoing all the electrical, communication and water lines can be used in better projects or staff rewards. If people are not using current AT services, I don't see a change in human behavior from this plan. Furthermore, with more people working from home and this becoming a growing trend, I don't see the benefit of road widening. NZ has an amazing aim to reduce carbon emissions and road widening don't best align with this goal. Making changes to the current system and removal of trees from my and other properties could lead to increase of flooding, the natural barrier from strong winds increasing chances of land erosion and tornado impact on properties.

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

I seek for the council to oppose/deny the advancement of this NOR or project. I would recommend AT to have a look at other options with the current road system. This could be making roads one-way, increasing the number of traffic signals for better flow of vehicles. Rather than making new bus routes between suburbs, look into having looping bus routes with linking routes which would increase the frequency example city link, inner link and outer link. The use and upgrade of jetties and forming new ferry systems

Submission date: 10 April 2023

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:455] Notice of Requirement online submission - Avisha Mohanlal  
**Date:** Monday, 10 April 2023 11:15:41 pm

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

#### **Contact details**

Full name of submitter: Avisha Mohanlal  
Organisation name:  
Full name of your agent: Avisha Mohanlal  
Email address: [avisha.mohanlal@gmail.com](mailto:avisha.mohanlal@gmail.com)  
Contact phone number: 098276146  
Postal address:  
3189A Great North Road  
New Lynn  
Auckland  
Auckland 0600

#### **Submission details**

Name of requiring authority: Auckland Transport  
The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)  
The specific provisions that my submission relates to are:  
Widening of Puhinui Road

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

The reason for my or our views are:  
Widening of the road means a loss of land from my property which would have been useful family space. Widening of the road would lead an increase of vibration from large vehicles like buses and lorries. Puhinui road, in the recent years has alot of housing development due to the zone type. Therefore, being a residential area and the proposed plan of widening the road means an increase in traffic which would lead to high probability of accidents. I believe that the money which would be spent on materials, redoing all the electrical, communication and water lines can be used in better projects or staff rewards. If people are not using current AT services, I don't see a change in human behavior from this plan. Furthermore, with more people working from home and this becoming a growing trend, I don't see the benefit of road widening. NZ has an amazing aim to reduce carbon emissions and road widening don't best align with this goal. Making changes to the current system and removal of trees from my and other properties could lead to increase of flooding, the natural barrier from strong winds increasing chances of land erosion and tornado impact on properties.

I or we seek the following recommendation or decision from Auckland Council:  
I seek for the council to oppose/deny the advancement of this NOR or project. I would recommend AT to have a look at other options with the current road system. This could be making roads one-way, increasing the number of traffic signals for better flow of vehicles. Rather than making new bus routes between suburbs, look into having looping bus routes with linking routes which would increase the frequency example city link, inner link and outer link. The use and upgrade of jetties and forming new ferry systems

Submission date: 10 April 2023

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

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**To:** [Unitary Plan](#)  
**Subject:** [ID:461] Notice of Requirement online submission - Business Manukau  
**Date:** Tuesday, 11 April 2023 10:30:07 am  
**Attachments:** [Submission on NOR- Rongomai Park to Puhinui Station \[2\].pdf](#)

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

#### **Contact details**

Full name of submitter: Business Manukau

Organisation name: Business Manukau

Full name of your agent: Dr Grant Hewison

Email address: [manager@businessmanukau.co.nz](mailto:manager@businessmanukau.co.nz)

Contact phone number: 021 244 3659

Postal address:  
PO Box 76 782  
Manukau  
Manukau 2241

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

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

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

The reason for my or our views are:  
Please see attached

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

Submission date: 11 April 2023

Supporting documents  
[Submission on NOR- Rongomai Park to Puhinui Station \[2\].pdf](#)

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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



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

**Submission on Notice of Requirement:  
Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)**

**Business Manukau**

**Summary**

Business Manukau is neutral regarding to the Notice of Requirement and holds the concerns about the following likely negative impacts on businesses or communities accessing businesses from the proposal:

- disruption caused by construction, such as reduced amenity and health outcomes due to construction noise, dust and vibration impacts, as well as loss in local open space and community facilities.
- negative visual impacts due to the establishment of hoarding and changed wayfinding during construction.
- increased traffic congestion resulted in road blockages, truck and heavy vehicle movements and cumulative impacts associated with other construction of nearby projects.
- reduction in parking availability due to changed road conditions and demand for parking from the construction workforce.
- loss in revenue for local businesses directly affected by construction as road blockages or disruptive construction may redirect regular businesses customers.
- loss of local employment/ livelihood due to acquisition of local businesses or businesses voluntarily relocating to avoid significant construction impacts.
- workers' safety being compromised due to potentially poor safety policy and monitoring (perhaps even fatalities and/or severe workplace incidents occurred).
- changes to pedestrian and vehicular accessibility to the town centres, including commercial and residential land use.
- changes to local road access and through-routes.
- changes to community character and sense of place due to loss or modification to valued local businesses.
- loss of businesses serving smaller communities.
- loss of employment and livelihood as a result of property acquisition or business disruption.

To avoid, remedy or mitigate these effects, Business Manukau asks that the proposal especially include a detailed Development Response Management Plan (DRMP) to be implemented prior to the start of construction.

**Introduction**

1. Business Manukau is an incorporated society (1807899) having its office at 66B Cavendish Drive, Manukau. Business Manukau is also a business improvement district (BID) within the Auckland Region established in 2007 to service the needs of business and property owners in Manukau. Its functions include: marketing & promotion, advocacy, networking & events, economic development and safety & security. A map of the Manukau BID area is available [here](#).
2. The Manukau commercial area is located in the south of Auckland, with excellent transport options, large tertiary educational institutions, a number of central and local government offices, as well as significant recreational and event facilities. Likewise, it has commercial office and residential accommodation (approx. 1000 residents) but this is still small in the context of the Auckland market. The Manukau commercial area has a wide range of functions, unlike many of its competitors.<sup>1</sup>

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<sup>1</sup> Business Manukau Strategic Plan 2022-2027. [Link](#)

3. Manukau's retail and commercial spend is dominated by customers from the postcodes close to the BID area, with the residents of Papatoetoe, Totara Heights and The Gardens being the most significant spenders (Verisk Financial/ Marketview - November 2020). Post code spending in Manukau decreases moving south. Auckland isthmus BIDs receive the majority of spend from Manukau post codes not spent in the local commercial centre. Seventy percent of the Manukau spend is during weekdays, with Friday the busiest (17%) and Sunday the least (10%). Daytime expenditure (6am – 6pm) is more than triple the evening spend. Groceries and liquor predominate (32%), with fuel and automotive spend being the two categories with over half the total spend in Manukau. Conversely weekly hospitality spend is relatively low in Manukau at 14%. The challenge for Manukau, the second largest retail and commercial centre in Auckland by customer expenditure after the Auckland CBD, is to retain and/or expand its geographic attraction by:
  - Expansion of its retail, commercial and recreational offering;
  - Development of night time (6pm – 11pm) and weekend activity, including potential night and weekend markets;
  - Return and growth of community and other events in the Centre; and
  - Development of additional office and significant residential accommodation.<sup>2</sup>
4. The Manukau commercial area (Manukau Central) is also described at Section 3.2 of the Social Impact Assessment of the Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) Notice of Requirement ('NOR - Rongomai Park to Puhinui Station').<sup>3</sup>
5. Business Manukau welcomes the opportunity to make submissions on the NOR - Rongomai Park to Puhinui Station, which is one of four Notices of Requirement being sought for the Airport to Botany Bus Rapid Transit Project. See the Description in the Appendix of this Submission.
6. Key features of the overall Airport to Botany Bus Rapid Transit Project include: (i) a dedicated Bus Rapid Transit corridor, centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road. West-running on Davies Avenue along the edge of Hayman Park; (ii) Bus Rapid Transit stations at Dawson Road, Diorella Drive, Ronwood Avenue, Manukau Station, and the corner of Lambie Drive and Puhinui Road Station; (iii) walking and cycling facilities on both sides of the corridor; (iv) priority access for fire engine movements across the Bus Rapid Transit corridor at Papatoetoe Fire Station; (v) new signalised intersections at Mitre 10 and Bunnings Warehouse, Lambie Drive and Ronwood Avenue, and Puhinui Road and Plunket Avenue; (vi) swales and wetlands; and (vii) areas for construction related activities including yards, site compounds, and bridge and structure works. [Link](#)
7. More particularly, the Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) Notice of Requirement provides for widening of the following existing roads to provide for a Bus Rapid Transit corridor and high quality walking and cycling facilities:
  - Te Irirangi Drive (between Rongomai Park and SH1);
  - Great South Road (between SH1 and Ronwood Avenue intersection);
  - Ronwood Avenue (between Great South Road intersection and Davies Avenue);
  - Davies Avenue (between Ronwood Avenue and Manukau Station Road);
  - Manukau Station Road (between Davies Avenue and Lambie Drive);
  - Lambie Drive (between Manukau Station Road and Puhinui Road); and
  - Puhinui Road (between Lambie Drive and Plunket Avenue).[Link](#)

### Submissions

8. The Notice of Requirement being submitted on is the second of four Notices of Requirement being sought for the Airport to Botany Bus Rapid Transit Project (Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)).
9. The submission relates to the entire Notice of Requirement.
10. Business Manukau is neutral regarding to the Notice of Requirement.
11. Business Manukau will not gain an advantage in trade competition through the submission.

<sup>2</sup> Business Manukau Strategic Plan 2022-2027. [Link](#)

<sup>3</sup> Volume 4, Airport to Botany Social Impact Assessment (December 2022). [Link](#)

12. The decision Business Manukau seeks from the Council is to have regard to our submissions on the Notice of Requirement.

### Reasons for being neutral regarding the Notice of Requirement

13. Our reasons for being neutral regarding the Notice of Requirement are set out below and include the following:
- a. general impacts on businesses
  - b. access effects on businesses
  - c. parking effects on businesses
  - d. effects on freight movements
  - e. construction noise and vibration effects
  - f. assessment of alternatives

### General impacts on businesses

14. As discussed, in Section 5.3 of the Social Impact Assessment of the NOR - Rongomai Park to Puhinui Station,<sup>4</sup> the following are some of the likely negative impacts on businesses or for communities accessing businesses from the proposal:
- a. disruption caused by construction, such as reduced amenity and health outcomes due to construction noise, dust and vibration impacts, as well as loss in local open space and community facilities.
  - b. negative visual impacts due to the establishment of hoarding and changed wayfinding during construction.
  - c. increased traffic congestion resulted in road blockages, truck and heavy vehicle movements and cumulative impacts associated with other construction of nearby projects.
  - d. reduction in parking availability due to changed road conditions and demand for parking from the construction workforce.
  - e. loss in revenue for local businesses directly affected by construction as road blockages or disruptive construction may redirect regular businesses customers.
  - f. loss of local employment/ livelihood due to acquisition of local businesses or businesses voluntarily relocating to avoid significant construction impacts.
  - g. workers' safety being compromised due to potentially poor safety policy and monitoring (perhaps even fatalities and/or severe workplace incidents occurred).
  - h. changes to pedestrian and vehicular accessibility to the town centres, including commercial and residential land use.
  - i. changes to local road access and through-routes.
  - j. changes to community character and sense of place due to loss or modification to valued local businesses.
  - k. loss of businesses serving smaller communities.
  - l. loss of employment and livelihood as a result of property acquisition or business disruption.
15. To avoid, remedy or mitigate these effects, Business Manukau asks that the proposal include a Development Response Management Plan (DRMP) to be implemented prior to the start of construction to provide a framework to assist businesses affected by the Project during construction. As set out in Section 9.6.4 and 11.2.4.10 of the Assessment of Effects on the Environment of the NOR - Rongomai Park to Puhinui Station, this would be a Condition and broadly include: – Recommendations for measures to be undertaken to manage the impacts of Construction Works on the identified businesses; – A summary of any proactive assistance provided to impacted businesses; and – Identification of opportunities to co-ordinate the forward work programme, where appropriate with infrastructure providers and development agencies. A more detailed discussion of the proposed DRMP is included in the Social Impact Assessment of the NOR - Rongomai Park to Puhinui Station (especially at pages 52 to 54).

<sup>4</sup> Volume 4, Airport to Botany Social Impact Assessment (December 2022). [Link](#)

### Access effects on businesses

16. Section 8.4.4.1 of the Assessment of Transport Effects of the NOR - Rongomai Park to Puhinui Station,<sup>5</sup> identifies that the following are some of the likely negative access effects on businesses from the proposal:
- a. The Project corridor will affect the layout of vehicle crossings within the road reserve (and in some instances within private lots). As such, most driveways will need to be reformed to tie in adequately with the fronting road;
  - b. All properties currently gain all-movements access onto Puhinui Road. Due to the central BRT corridor, these properties will be restricted to left turn in / out movement (i.e. right turns will be prohibited).
  - c. Lambie Drive, Ronwood Avenue, Manukau Station Road, and Great South Road currently provide a central solid median, but gaps in the median are intermittently provided to enable all-movement access to some properties, especially retail centres. The Project corridor prohibits all right turn access to these properties;
  - d. The alternative routes identified add up to 2.5 km additional travel distance.
17. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.

### Parking effects on businesses

18. Section 8.4.4.2 of the Assessment of Transport Effects of the NOR - Rongomai Park to Puhinui Station,<sup>6</sup> identifies that 117 on-street public parking spaces and approximately 295 on-site parking spaces across 14 individual properties, typically along site frontages, will be negatively affected by the proposal.
19. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.

### Effects on freight movements

20. Section 8.4.5 of the Assessment of Transport Effects of the NOR - Rongomai Park to Puhinui Station,<sup>7</sup> identifies that three sections of the NoR 2 route (currently classified under the Auckland Transport Freight Plan), will be affected by the proposal. These are: Te Irirangi Drive (between Great South Road and SH1), Lambie Drive (between Cavendish Drive and Manukau Station Road) and Great South Road (between Cavendish Drive and Manukau Station Road) and Te Irirangi Drive (between SH1 and Dawson Road). These corridors will likely be negatively affected by NOR - Rongomai Park to Puhinui Station.
21. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.

### Traffic noise effects

22. Section 7.4 of the Assessment of Traffic Noise Effects of the NOR - Rongomai Park to Puhinui Station (East of SH1 to Ihaka Place),<sup>8</sup> identifies both MIT and the AUT South Campus along with a number of other buildings/businesses as sensitive receivers of traffic noise effects.
23. Section 7.5 of the Assessment of Construction Noise and Vibration Effects of the NOR - Rongomai Park to Puhinui Station (Ihaka Place to Plunket Avenue),<sup>9</sup> identifies a number of buildings/businesses as sensitive receivers of traffic noise effects.

<sup>5</sup> Volume 4, Airport to Botany Assessment of Transport Effects (December 2022). [Link](#)

<sup>6</sup> Volume 4, Airport to Botany Assessment of Transport Effects (December 2022). [Link](#)

<sup>7</sup> Volume 4, Airport to Botany Assessment of Transport Effects (December 2022). [Link](#)

<sup>8</sup> Volume 4, Assessment of Traffic Noise Effects (December 2022). [Link](#)

<sup>9</sup> Volume 4, Assessment of Traffic Noise Effects (December 2022). [Link](#)

24. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.

#### Construction effects

25. Section 9.3.2 of the Assessment of Effects on the Environment of the NOR - Rongomai Park to Puhinui Station (East of SH1 to Ihaka Place),<sup>10</sup> identifies several likely traffic management effects on businesses, including: (i) temporary traffic diversions (which will be required to facilitate the construction activities as the proposed Project works will be adjacent to or on existing road corridors); (ii) full road closures and diversions for some activities; (iii) adjustments to intersections to accommodate diverted traffic; (iv) construction traffic movements (to accommodate the movement of earthworks which will likely result in an increase in traffic volume on construction routes used during the construction of the Project); (v) construction vehicles (which will include truck movements (heavy), light delivery and staff/contractor vehicle movements (light)); (vi) road safety (impacts from site access points, posted speeds and sight lines for construction); and (vii) existing driveways (those that remain during construction will be required to have temporary access provision through temporary traffic management controls).
26. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.

#### Construction noise and vibration effects

27. Section 7.4 of the Assessment of Construction Noise and Vibration Effects of the NOR - Rongomai Park to Puhinui Station (Ihaka Place to East of SH1),<sup>11</sup> identifies both MIT and the AUT South Campus as sensitive receivers to construction noise and vibration effects, especially during exam periods. Buildings at 639 Great South Road, 503/17 Amersham Way, 58 Manukau Station Road and 2 Ronwood Avenue will be especially negatively affected by vibration as well as some buildings at the AUT South Campus and Countdown.
28. Section 7.5 of the Assessment of Construction Noise and Vibration Effects of the NOR - Rongomai Park to Puhinui Station (Ihaka Place to Plunket Avenue),<sup>12</sup> identifies approximately a number of buildings/businesses in the vicinity of the works that may be negatively affected by noise.
29. Business Manukau asks that the proposal avoid, remedy or mitigate these effects on businesses.

#### Assessment of Alternatives

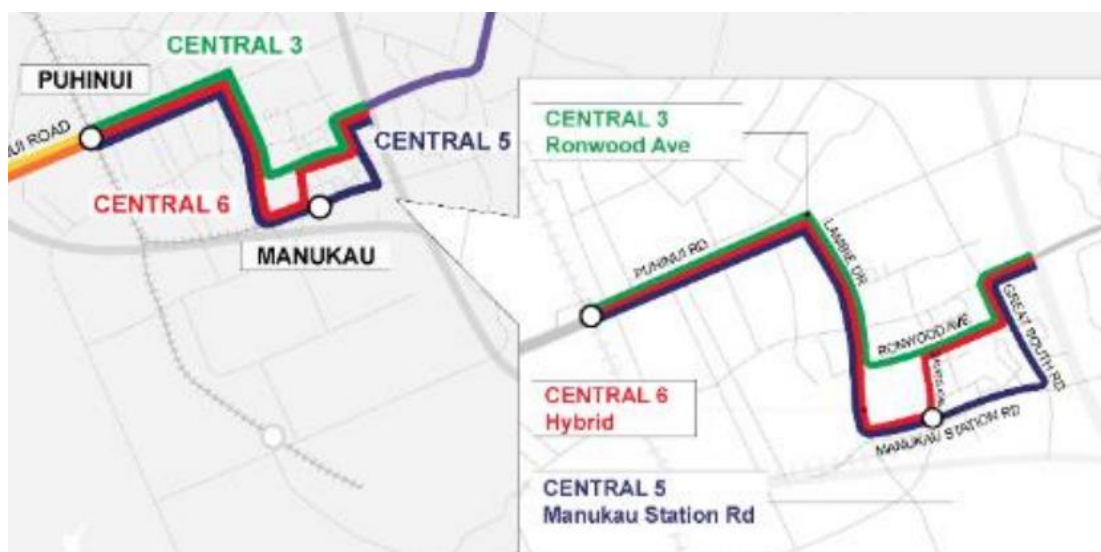
30. Section 4.1 and Appendix A of the Assessment of Effects on the Environment of the NOR - Rongomai Park to Puhinui Station,<sup>13</sup> discusses the assessment of alternatives for the NOR. Twenty eight initial route and mode options were narrowed down to six, which progressed through a Multi-Criteria Analysis to become the preferred Project route. Of note is that three options were identified through the Manukau Central area (Central 3 – Ronwood Avenue, Central 6 – Hybrid and Central 5 Manukau Station Road).

<sup>10</sup> Volume 2, Assessment of Effects on the Environment (December 2022). [Link](#)

<sup>11</sup> Volume 4, Assessment of Construction Noise and Vibration Effects (December 2022). [Link](#)

<sup>12</sup> Volume 4, Assessment of Construction Noise and Vibration Effects (December 2022). [Link](#)

<sup>13</sup> Volume 2, Assessment of Effects on the Environment (December 2022). [Link](#)



31. Section 4.1 and Appendix A of the Assessment of Effects on the Environment of the NOR - Rongomai Park to Puhinui Station,<sup>14</sup> discusses the assessment of alternatives for the NOR. Twenty eight initial route and mode options were narrowed down to six, which progressed through a Multi-Criteria Analysis to become the preferred Project route. Of note is that three final options were identified and assessed through the Manukau Central area (Central 3 – Ronwood Avenue, Central 6 – Hybrid and Central 5 Manukau Station Road).
32. As noted in the Assessment of Effects on the Environment, overall, the three Central options scored similarly across many metrics. However, where there were score differentiations, Option Central 6 performed either the same or better than Options Central 3 and Central 5 for most of the Investment Objectives. Key differentiators included: • Options Central 5 and Central 6 connected directly to Manukau Station, enabling direct transfers to local buses and the train line. • Options Central 3 and Central 6 used the less trafficked and less constrained Ronwood Avenue, avoiding a major intersection with Great South Road, performing better than Option Central 5 in terms of resilience to meet demand. The slightly longer travel times with Option Central 6 due to its longer route was considered a reasonable trade-off against the benefits of providing a better connected service through Manukau. • Central 5 scored lower than the other two for access to centres as it did not provide a highly accessible and legible central stop in the town centre. Option Central 3 scored lower than the other two for land development opportunities due to its reduced access to the site south of Manukau Station Road between Davies Avenue and Lambie Drive intersections. For the above reasons, Option Central 6 was selected as preferred. It was noted that Option Central 6 performed poorly for stormwater quality, arboriculture, and property criteria..
33. Business Manukau holds concerns that the metrics used to assess the alternatives for the NOR did not give sufficient weight to considerations affecting businesses. We believe that Option 5 would impact a smaller number of businesses and we would like to understand more clearly why the proposal has chosen Option 6. With regard to Option 6, Business Manukau would like to know what happens to the right turning options from Ronwood Ave into Sharkey Street or Osterley Way (which is currently a roundabout).

<sup>14</sup> Volume 2, Assessment of Effects on the Environment (December 2022). [Link](#)

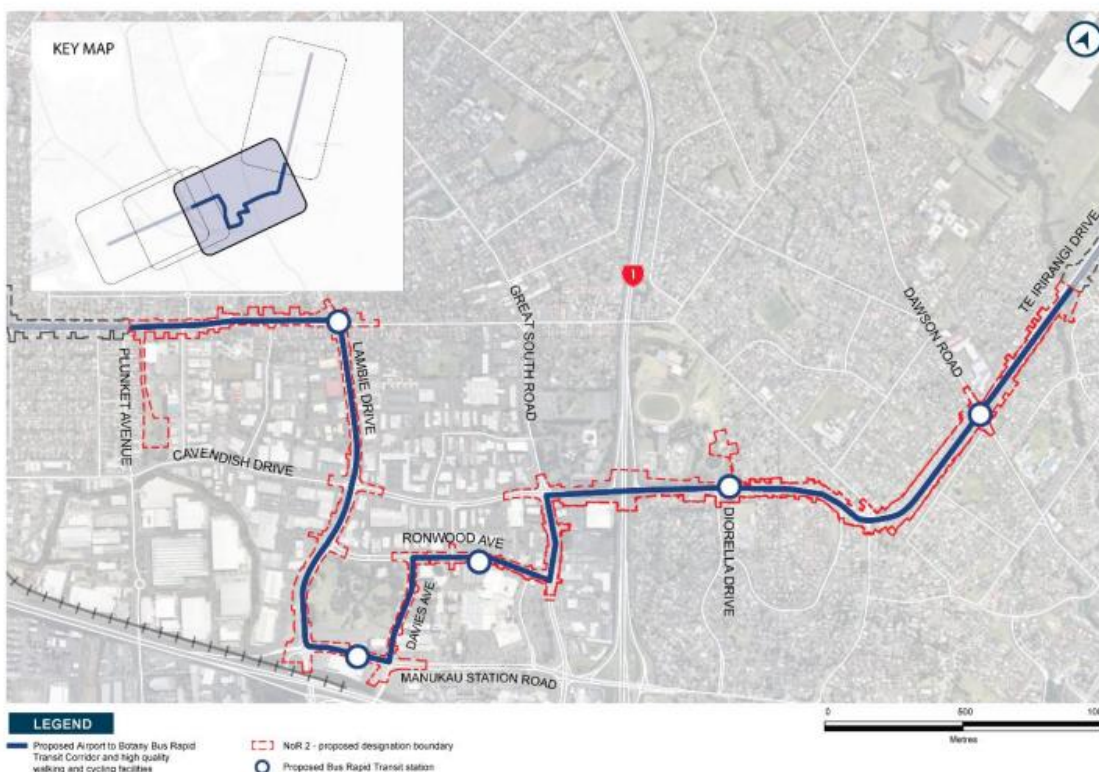
APPENDIX



Figure 1: Overview of the NoRs for the Airport to Botany Project



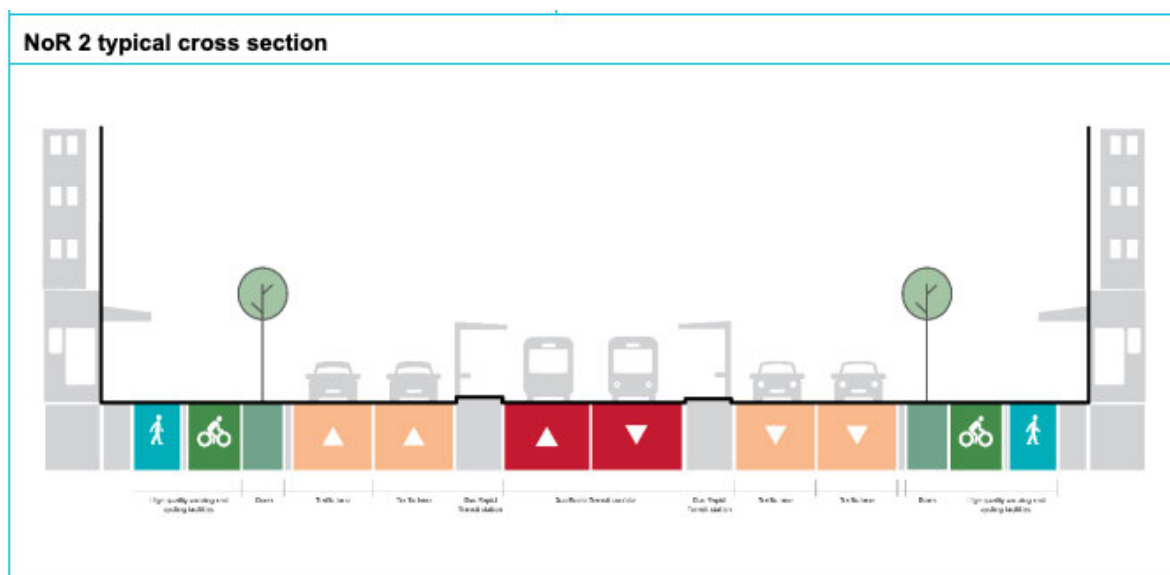
**NoR 2 – Rongomai Park to Puhinui Station, in the vicinity of Plunket Avenue**



**Key features**

<p><b>BRT Corridor</b></p>	<p>Centre-running for the majority of the corridor along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road</p> <p>West-running on Davies Avenue along the edge of Hayman Park</p>
<p><b>BRT stations</b></p>	<ul style="list-style-type: none"> <li>• Dawson Road Station;</li> <li>• Diorella Drive Station;</li> <li>• Ronwood Avenue Station;</li> <li>• Manukau Station; and</li> <li>• Corner of Lambie Drive and Puhinui Road Station.</li> </ul>
<p><b>Walking and cycling facilities</b></p>	<p>Walking and cycling facilities on both sides of the corridor</p>
<p><b>General traffic</b></p>	<ul style="list-style-type: none"> <li>• Two lanes in each direction along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, and Lambie Drive;</li> <li>• One-way single lane along Davies Avenue; and</li> <li>• One lane in each direction along Puhinui Road.</li> </ul>
<p><b>Access</b></p>	<p>Existing central medians limit right turn access on Te Irirangi Drive, Great South Road, Ronwood Avenue, and Lambie Drive.</p>

	<p>New signalised intersection at Mitre 10 and Bunnings Warehouse on Lambie Drive.</p> <p>Priority access for fire engine movements across the BRT corridor at Papatoetoe Fire Station.</p>
Speed environment	<ul style="list-style-type: none"> <li>• 30 km/h on Ronwood Avenue and Davies Avenue; and</li> <li>• 50 km/h on Te Irirangi Drive, Great South Road, Manukau Station Road, Lambie Drive and Puhinui Road.</li> </ul>
Signalised intersections <b>(new intersections in bold)</b>	<ul style="list-style-type: none"> <li>• Te Irirangi Drive and Dawson Road;</li> <li>• Te Irirangi Drive, Boundary Road and Hollyford Drive;</li> <li>• Te Irirangi Drive and Diorella Drive;</li> <li>• Te Irirangi Drive, Great South Road and Cavendish Drive;</li> <li>• Great South Road and Ronwood Avenue;</li> <li>• Ronwood Avenue and Davies Avenue;</li> <li>• Davies Avenue, Wiri Station Road and Manukau Station Road;</li> <li>• Manukau Station Road and Lambie Drive;</li> <li>• <b>Mitre 10 and Bunnings Warehouse;</b></li> <li>• <b>Lambie Drive and Ronwood Avenue;</b></li> <li>• Lambie Drive and Cavendish Drive;</li> <li>• Lambie Drive and Puhinui Road; and</li> <li>• <b>Puhinui Road and Plunket Avenue.</b></li> </ul>
Stormwater infrastructure	<ul style="list-style-type: none"> <li>• Swales; and</li> <li>• Wetlands.</li> </ul>



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

**To:** Auckland Council ("**Council**")

**Name:** Kmart NZ Holdings Limited ("Kmart")

**Submission on:** A notice of requirement from Auckland Transport for a new designation for Auckland Airport to Botany Bus Rapid Transit ("**BRT**") Project, specifically Rongomai Park to Puhinui Station ("**Notice of Requirement**")

**Introduction**

1. Kmart is a major retailer of Discount Department Store products in Australia/New Zealand. Kmart operates twenty six (26) retail stores in New Zealand, one (1) online fulfilment centre and two (2) distribution centres and a national support office.
2. Kmart is a tenant within the Manukau Supa Centa, situated on the Corner of Lambie & Cavendish Drive ("**Site**"). Kmart is currently in the process of relocating within the centre and note the existing and new site will be adversely affected by the Notice of Requirement.
3. Kmart could not gain an advantage in trade competition through this submission.

**Scope of submission**

4. This submission relates to the Notice of Requirement, particularly as it relates to the works in and around the Manukau Supa Centa along Lambie Drive.

**Nature of submission**

5. Kmart acknowledges the intent to provide for a BRT corridor and address both network congestion and safety issues while providing improved transport choices.
6. However, Kmart opposes the Notice of Requirement being confirmed as currently proposed on the basis that the Notice of Requirement will adversely affect the operation of the Manukau Supa Centa.

**Reasons for submission**

7. The reasons for this submission are that the Notice of Requirement (as currently proposed), if confirmed:
- (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
  - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
  - (c) will not meet the reasonably foreseeable needs of future generations;
  - (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
  - (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

**Specific reasons for submission**

8. Without limiting the generality of paragraph 7 above, Kmart opposes the Notice of Requirement as it relates to Lambie Drive to the east of the Site as it will result in adverse effects (both during construction and once operational) on the operation of the Manukau Supa Centa which have not been adequately avoided, remedied or mitigated, including:
- (a) Adverse effects on traffic and the transport network during construction, including:
    - (i) various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Manukau Supa Centa; and
    - (ii) increased pressure on customers shopping at the Manukau Supa Centa with limited carpark access due to restrictions on surrounding access points.
  - (b) Construction effects on the Manukau Supa Centa, its tenants and customers, including amenity, dust, noise and vibration, traffic and access.
  - (c) Business disruption effects including impacts on access to the amenities offered and other servicing to Manukau Supa Centa.
  - (d) Adverse effects on carparking through the loss of parking spaces at Manukau Supa Centa on Lambie Drive.

9. Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Manukau Supa Centa as a whole, in particular, alternatives that minimise land take and adverse effects on the Manukau Supa Centa.

**Recommendation sought**

10. Kmart seeks that the Council recommends:
- (a) amendments to the Notice of Requirement, including by way of conditions to address the concerns set out above; and
  - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
11. Kmart wishes to be heard in support of this submission.
12. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.



**Signature:**

Jeffrey Peter Broomfield  
**National Property Manager**  
**Kmart New Zealand**  
Email: [jeff.broomfield@wesds.com.au](mailto:jeff.broomfield@wesds.com.au)

**Date:**

11th April 2023

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:462] Notice of Requirement online submission - Michael Sheridan  
**Date:** Tuesday, 11 April 2023 11:45:38 am  
**Attachments:** [Botany to Airport RBT NoR Submission - Van Den Brink 652 Limited.pdf](#)

---

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

#### **Contact details**

Full name of submitter: Michael Sheridan

Organisation name: Van Den Brink 652 Limited

Full name of your agent: Mathew Husband

Email address: [mathew@civilplan.co.nz](mailto:mathew@civilplan.co.nz)

Contact phone number: 0211828029

Postal address:  
PO Box 97796  
Manukau  
Manukau 2241

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Refer to the submission letter attached

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

The reason for my or our views are:  
Refer to the submission letter attached

I or we seek the following recommendation or decision from Auckland Council:  
Refer to the submission letter attached

Submission date: 11 April 2023

Supporting documents  
[Botany to Airport RBT NoR Submission - Van Den Brink 652 Limited.pdf](#)

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

## Submission on NoR 2 – Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

**To:** Auckland Council  
Private Bag 92300  
Victoria Street West  
**Auckland 1142**

**Attention: Planning Technician**

**Name of Submitter:** Van Den Brink 652 Limited

**Address of Properties:** 654 Great South Road and 5 Te Irirangi Drive, Manukau (Lot 3 DP 453176 and Lot 2 DP 453176)

**Address for Service:** C/- CivilPlan Consultants Limited  
PO Box 97796  
Manukau City  
**Auckland 2241**

Attn: Mathew Husband

**Telephone:** (09) 222 2445

**Email:** [mathew@civilplan.co.nz](mailto:mathew@civilplan.co.nz)

This is a submission on a notice of requirement from Auckland Transport for a designation ('the notice of requirement'). The notice of requirement is for the 'Airport to Botany Bus Rapid Transit Project', specifically the NoR between Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue).

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 ('RMA').

This submission relates to the Airport to Botany Bus Rapid Transport Designation Notice of Requirement 2 and specifically the portion of the designation that borders/extends into 654 Great South Road and 5 Te Irirangi Drive.

The submission is as follows:

### **1. The Submitter and Subject Sites**

Van Den Brink 652 Limited (VDB) is the owner of the land at 654 Great South Road and 5 Te Irirangi Drive which is General Business zoned land and contains retail and commercial activities including a Countdown supermarket, cafes and other food retailers, a four-storey office building and a carpark with roughly 150 parking spaces.

Currently the site has a two-way signalled intersection in its south-western corner and a one-way entrance from Te Irirangi Drive near its north-western corner. The site also has two free standing signs along the boundary with Great South Road and one along the boundary with Te Irirangi Drive.



A location plan showing the two sites owned by VDB is shown in Figure 1, below.

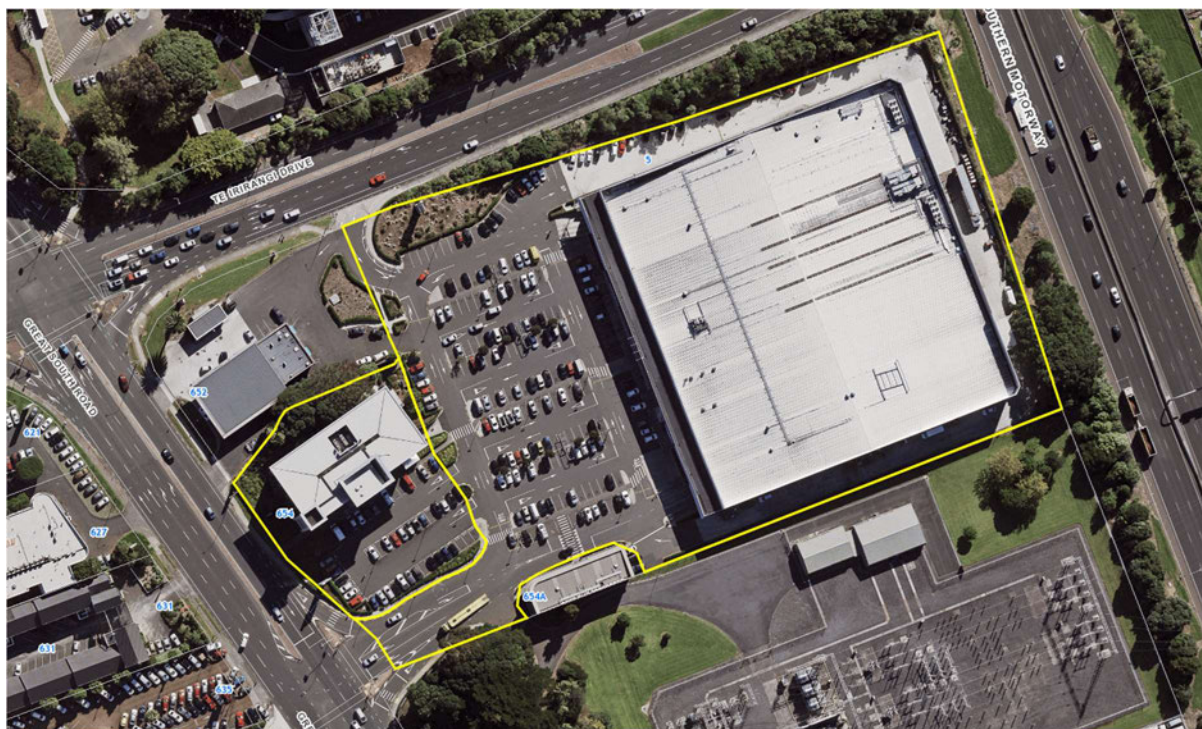


Figure 1: Location Plan showing VDB owned land on the corner of Te Irirangi Drive and Great South Road

## 2. Submission

Based on the boundary and features of the proposed NoR 2 around the subject sites (as shown in Figure 2, below), the construction and use of the Airport to Botany to BRT will have impacts on the land, access and operations of the sites owned by the submitter at 654 Great South Road and 5 Te Irirangi Drive.

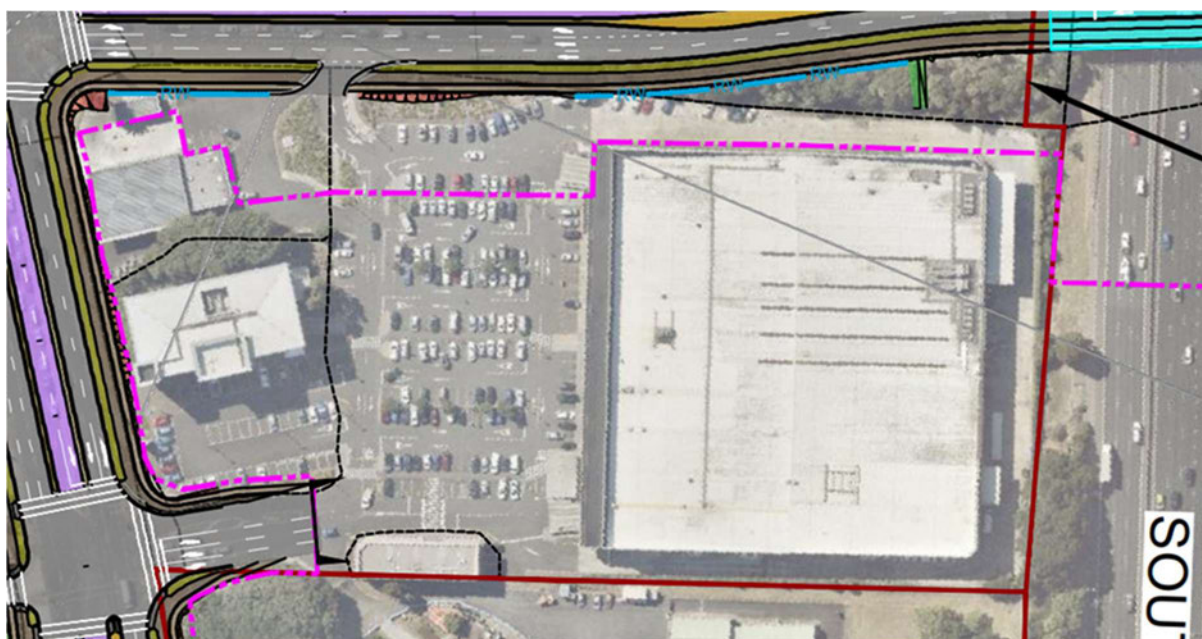


Figure 2: Plan showing the boundary and features of the NoR in relation to the subject sites

The submitter has the following concerns regarding the likely effects of the construction and use of the Airport to Botany BRT on the subject sites, as follows:

- The designation boundary shown above shows that approximately 60 carparks will be affected along the northern boundary, at least during the construction phase, and potentially 3-4 carparks will be affected permanently following construction, depending on the space required for the indicated retaining wall. The key delivery access to the rear of the Countdown supermarket on the site will also be affected. This has the potential to significantly impact the operation of the businesses on the site during works – particularly on the operation of the Countdown supermarket as this is the single delivery access to the rear of the site.
- It is noted that the batters previously shown along this site boundary have been changed to a retaining wall in the lodged documentation. This is supported as it results in less permanent impact on the site. However, given the extent of works has been reduced, the submitter questions whether the extent of the designation could be reduced accordingly.
- With respect to the proposed designation extent, and potential for this land to be utilised during construction activities, the submitter seeks clarity and assurance that access through this part of the site can be maintained for deliveries during works and that the number of carparks affected during construction works is minimised. The submitter would welcome further discussion and agreement on this during detailed design and prior to works commencing.
- The boundary lines and featured upgrades to Te Irirangi Drive and Great South Road on the plan in Figure 2 show that both entrances into the site (the signalled intersection onto Great South Road and the one-way entrance from Te Irirangi Drive) will be impacted to some degree during the construction phase of the works on these roads. If the use of these entrances and exits is restricted or shut down during the construction phase then this will impact the operation of the activities on the site. The submitter seeks that works are managed in a manner that maintains access to the site for staff and customers throughout, and following completion of works.
- Although the Te Irirangi Drive entrance into the site has been incorporated into the design of the BRT and its cycle and pedestrian paths, it is not clear whether the re-design of the entrance will require changes to the parking and access layouts in that part of the site due to the road widening and existing features of the carpark. The submitter seeks to maintain functional use of these carparks, and therefore, it is requested that detailed design for the intersection works ensure that this is achieved.
- The road widening along both Te Irirangi Drive and Great South Road will require the shifting of the existing free-standing signs on these boundaries of the site. The designation works should include relocation of these signs to a suitable location, or compensation for the submitter to achieve the same.

### 3. Relief Sought

For the reasons set out above, VDB requests the following relief:

- a) That access to Countdown from Te Irirangi drive will be maintained throughout, and following, construction.
- b) That heavy vehicle access along the supply access beside the northern wall of the Countdown building will be maintained for deliveries to the supermarket (and other businesses in that building) during construction.
- c) That consideration be given to whether the extent of the designation area could be reduced to minimise impact on the subject site, noting that the extent of land proposed to be incorporated for construction works, but not for the actual infrastructure, is quite wide.
- d) That the requiring authority agrees to compensation for costs associated with moving signage.
- e) That the requiring authority agrees to compensation for costs associated with moving/reconfiguring any other aspects of existing activities on the site necessary to facilitate the works.
- f) That access via the Great South Road intersection to 654 Great South Road is maintained throughout works to minimise impact on business.
- g) That a Construction Traffic Management Plan condition will be imposed on the designation to ensure the effects related to vehicle access and design are mitigated and addressed prior to the commencement of work.

That a condition is imposed on the designation requiring that the designation is uplifted within 3 months of completion of works from land no longer required for the work (ie outside the new road corridor). **Van Den Brink 652 Limited wishes to be heard in support of this submission.**

**If others are making a similar submission Van Den Brink 652 Limited will consider presenting a joint case with them at a hearing.**



Mathew Husband, MPlan, Int.NZPI  
Planner, CivilPlan Consultants  
On behalf of Van Den Brink 652 Limited

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:463] Notice of Requirement online submission - Deanna Self  
**Date:** Tuesday, 11 April 2023 12:00:31 pm  
**Attachments:** [Botany to Airport RBT NoR Submission - A M Self Limited.pdf](#)

---

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

#### **Contact details**

Full name of submitter: Deanna Self

Organisation name: A.M. Self Limited

Full name of your agent: Mathew Husband

Email address: [mathew@civilplan.co.nz](mailto:mathew@civilplan.co.nz)

Contact phone number: 0211828029

Postal address:  
PO Box 97796  
Manukau  
Manukau 2241

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Refer to the submission letter attached

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

The reason for my or our views are:  
Refer to the submission letter attached

I or we seek the following recommendation or decision from Auckland Council:  
Refer to the submission letter attached

Submission date: 11 April 2023

Supporting documents  
[Botany to Airport RBT NoR Submission - A M Self Limited.pdf](#)

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

**Submission on NoR 2 – Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)**

**To:** Auckland Council  
Private Bag 92300  
Victoria Street West  
**Auckland 1142**  
  
**Attention: Planning Technician**

**Name of Submitter:** A.M.Self Limited

**Address of Properties:** 652 Great South Road (Lot 1 DP 453176)

**Address for Service:** C/- CivilPlan Consultants Limited  
PO Box 97796  
Manukau City  
**Auckland 2241**  
  
Attn: Mathew Husband

**Telephone:** (09) 222 2445

**Email:** [mathew@civilplan.co.nz](mailto:mathew@civilplan.co.nz)

This is a submission on a notice of requirement from Auckland Transport for a designation ('the notice of requirement'). The notice of requirement is for the 'Airport to Botany Bus Rapid Transit Project', specifically the NoR between Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue).

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 ('RMA').

This submission relates to the Airport to Botany Bus Rapid Transport Designation Notice of Requirement 2 and specifically the portion of the designation the borders/extends into 652 Great South Road.

The submission is as follows:

## **1. The Submitter and Subject Sites**

A.M.Self Limited (A.M.Self) is the owner of the land at 652 Great South Road which is General Business zoned land and contains a Caltex Petrol Station. The fuel service court, including 8 fuel pumps and the service station building, is located in the south-western part of the site. A car wash is located on the north-western boundary with Te Irirangi Drive. The site currently has two two-way vehicle crossings onto Great South Road and one one-way entrance from Te Irirangi Drive. There are 15 carparks provided around the service building. The site has two tall free standing signs showing fuel prices, one in the southern corner and one halfway along the north-western boundary. There are also four other smaller signs along both Great South Road and Te Irirangi Drive used for advertising.

A location plan showing the subject site is shown in Figure 1, below.

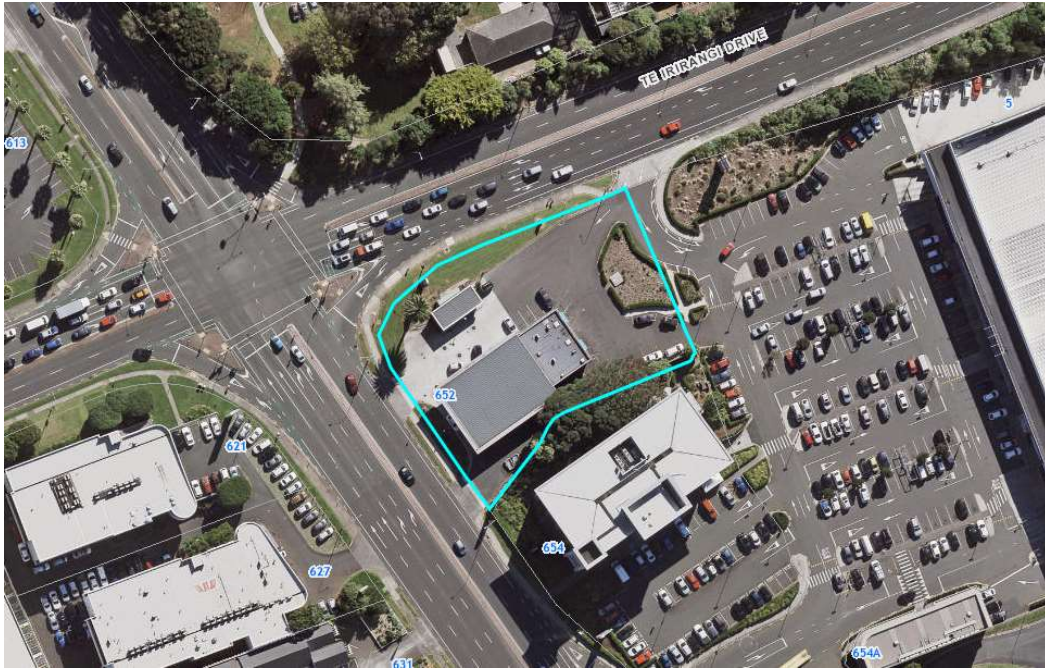


Figure 1: Location Plan showing A.M.Self owned land on the corner of Te Irirangi Drive and Great South Road

## 2. Submission

Based on the boundary and features of the proposed NoR 2 around the subject sites (as shown in Figure 2, below), the construction and use of the Airport to Botany to BRT will have impacts on the land, access and operations of the site at 652 Great South Road.

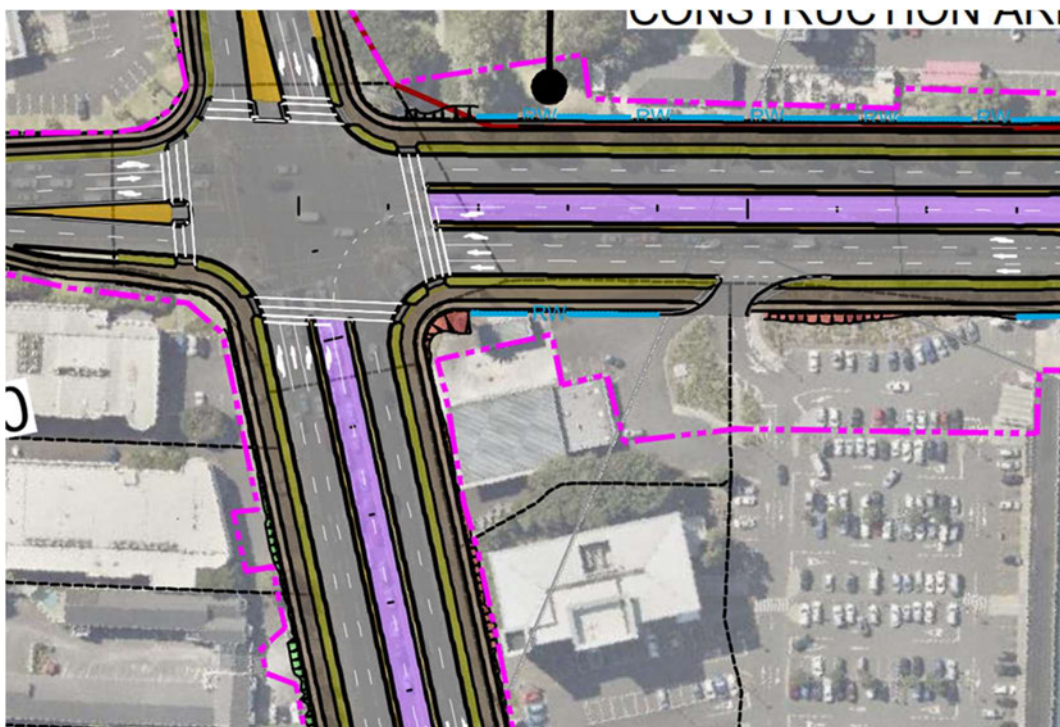


Figure 2: Plan showing the boundary and features of the NoR in relation to the subject site

The submitter has the following concerns regarding the likely effects of the construction and use of the Airport to Botany BRT on the subject site:

- The boundary of the designation along Great South Road is shown along the edge of the roof of the service court with a proposed pedestrian and cycle path and berm likely to be located between the current site boundary and the edge of the service court roof. Therefore, the existing access areas, infrastructure and signage within that part of the site will be temporarily or else permanently affected by the NoR.
- The current design plans do not show consideration of the existing crossings along Great South Road, however the transport assessment and proposed conditions for the NoR state that the ability to access and leave all properties will be retained. Direct entrance off Great South Road is critical to the operation of the service station on the site and proposed works must be configured to ensure this.
- The extension of the designation would result in the existing signage along the front of the site having to be moved. This should be compensated for, and a suitable alternative signage location ensured as part of the proposed works.
- There are underground services located within the site between the existing footpath on Great South Road and the edge of the service court roof. The proposed works will need to ensure that these can be moved to a suitable location to maintain functionality of the site.
- The designation boundary from Te Irirangi Drive extends over the car wash as well as most of the access areas and 12 of the carparks to the north of the service station building. It is noted that these areas may only be required during construction, however the submitter is concerned with respect to the impact this may have on the operation of the site during works. Whilst it is understood that the NoR is currently just seeking to achieve route protection, the conditions of the designation should ensure that construction operations are agreed with the site owner and operator prior to works, that disruption to the business is minimised, and that upon completion of works the designation is removed from the parts of the site no longer required, as quickly as possible.
- The physical extent of works shown along the GSR boundary shows a retaining wall and cut batters along the proposed road boundary, which appear to be outside the footprint of the carwash. Therefore, it appears the intent is that following construction, the carwash could remain operational. However, the actual impacts on the carwash cannot be determined from the current level of information. We understand it is the intent of NZTA to work with the landowner through the detailed design to minimise any impact on the operation of the site, however, this intent should be ensured through conditions on the designation.
- The existing vehicle crossing from Te Irirangi Drive which services both the Caltex and the Countdown shopping to the east as a one-way entrance, has been shown on the NoR plans to be narrowed which would affect physical access to the Caltex site and require some internal reconfiguration to maintain that as a functional access. It appears this would be achievable, however, assurance is sought that this will be achieved as part of the detailed design to maintain the functionality of the site.



### 3. Relief Sought

For the reasons set out above, A.M.Self requests the following relief:

- a) That access to the site will be maintained from Great South Road, and that this is ensured through a condition on the designation.
- b) That access from Te Irirangi Drive will be maintained throughout construction, or any disruption minimised as far as practicable and agreed with the landowner.
- c) That disruption to the use of parking and vehicle access around the service station and use of the carwash be minimised throughout works and a management plan agreed with the site owner and operator prior to commencement of works on the site, with appropriate compensation provided for any disruptions.
- d) That consideration be given to whether the extent of the designation area could be reduced to minimise impact on the subject site.
- e) That a Construction Traffic Management Plan condition be imposed which will ensure the effects related to vehicle access and design are mitigated and addressed prior to the commencement of work.
- f) That the requiring authority agrees to compensation for costs associated with moving signage.
- g) That the requiring authority agrees to compensate for costs associated with moving/reconfiguring any other aspects of existing activities on the site necessary to facilitate the works.
- h) That an updated design for the access from Te Irirangi Drive is provided that maintains direct access to 652 Great South Road.
- i) That a condition is imposed on the designation requiring that the designation is uplifted within 3 months of completion of works from land no longer required for the work (i.e., outside the new road corridor).

A.M.Self wishes to be heard in support of this submission.

If others are making a similar submission A.M.Self will consider presenting a joint case with them at a hearing.



Mathew Husband, MPlan, Int.NZPI  
Planner, CivilPlan Consultants  
On behalf of A.M.Self Limited

S:\Jobs\2356 - VDB 652 - 652 Great South Rd Manukau\reports\01\2356-00-SUB02-Botany to Airport RBT Self-mdh-20230404-draft.docx

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:466] Notice of Requirement online submission - sandeep kumar  
**Date:** Tuesday, 11 April 2023 2:00:08 pm

---

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

#### **Contact details**

Full name of submitter: sandeep kumar

Organisation name:

Full name of your agent:

Email address: nzsandeep.kumar@gmail.com

Contact phone number: 0211281831

Postal address:  
3/89 Puhinui road  
Papatoetoe  
Auckland 2104

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

we conditionally support the notice of Requirement in favor of the Public good. we believe that this is a very crucial infrastructural project which will play a big role in the development of our beloved city. But having said that, we have some very legitimate concerns which we want to bring to your attention. The prospect of losing our first home is really devastating to us which we bought after years and years of hard work, struggles, and compromises. This is really heartbreaking for us to hear that the house which is so precious and special to us might be demolished in the future. we are also very much concerned about how negatively this notice of requirement is going to impact the market value of our property. As it has been proposed that the project is still about 15 years away and Auckland Transport will acquire the land only a few years before the start of construction, we are being subject to more than a decade of stress, anxiety, and uncertainty about the fate of our property which in our view is not fair to us and there is no mention of any kind of compensation for that. we believe that this should be factored in while deciding the compensation process. There is another issue that really bothers us is that if in any case, we decide to sell our property before it is acquired, we might struggle to get a fair price for it as the information about this project is already now in the public domain and any potential buyers are going to factor in the fate of the property. which in our view would negatively impact the property value. we would like to know what options/processes are available to us to deal with such a scenario. we are aware that under the Public works Act 1981, Government can acquire our property even if we are opposed to it, but we believe we are very much entitled to negotiate fair compensation. we want you to know that we are really sad and heartbroken about the prospect of losing our home. we are so emotionally attached to our first home. My son was born here and we are raising a beautiful family here. Now, this notice of requirement has caused a lot of stress and anxiety. The thought of our home being taken away from us is very overwhelming and devastating. we want that Auckland Council should take notice of all of our above concerns and all these issues must be factored in and addressed during the compensation process. Another thing that we expect is that we would be kept in the loop about the

various stages of the project and we expect complete transparency in communication from concerned authorities. we also want that instead of Paper communication it will be so great if we are being communicated through email. Thank you

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

1. we believe that just the market value is not a fair parameter in deciding the compensation for the property as we are not selling it as per our will but it is being taken away from us. The market price doesn't include the compensation for emotional damage, mental agony, stress, and anxiety that comes with this decision of Auckland Council. we want Auckland Council should keep all these issues in view while deciding the compensation process and various other stages of the project. 2. It would be so great to see if this project could be brought forward by a few years so that we wouldn't have to bear this stress and anxiety for such a long time. 3. we want to be engaged and included in deciding the compensation process. 4. we also want that the Auckland Council will maintain clear and transparent communication with us and provide a clear road map about the various stages of the project.

Submission date: 11 April 2023

### **Attend a hearing**

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

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

### **Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:467] Notice of Requirement online submission - McAlvin Sembrano  
**Date:** Tuesday, 11 April 2023 2:30:19 pm

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

#### Contact details

Full name of submitter: McAlvin Sembrano

Organisation name:

Full name of your agent:

Email address:

Contact phone number: 0272923082

Postal address:

1/192 Te Irirangi Drive Flat Bush

Flat Bush

Auckland 2019

#### Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

Looking at the strategy and layout of the NoR 'Rongomai Park to Puhinui Station' has given our family property (belonging to my parents Dina Sembrano and Salvador Sembrano) concerns, we will be giving the reasons why we are opposing the Notice of Requirement project. 1.) The distance land required is too close to the road from the actual wall of the property (house), this will cause disruption both mental and physical health state of the residents (our family) will experience with the roads expanding with bus and cycle lane extensions. The "social impact assessment" gives a conscience bias towards what the overall positive impact it has within a growing populace within the area and the value it brings to reducing traffic. In contrast it does not consider the heavy toll it has with a family that requires space to live and the ability to not protect the heritage of the land that has been invested over the years when my parents purchase and bought the property, working hard till today to pay the mortgage off over the past decade. 2.) The validity of taking the land required for the project does not support the specifics of why they require 13m by 6m of the front of the property (rough estimate with the layout sent). Viewing the layout shows no consistency of the symmetry of the layout of the bus and cycle lane through the entirety of the Te Irirangi Drive segment. Where some homes are being sold off and the other neighboring properties are still able to attain their land without being affected from the NoR project. I can acknowledge that the roads are not linear through the entirety of Te Irirangi Drive segment, if land is taken off for the project, we request a compensation and rights to reserve to be given the value of the land, from our chosen professional land valuers or agency that we wish to work with, that will allow the value of the land being used for the project at the time. 3.) Our access, comfort and space are compromised despite the good intent of the NoR project. Our place that we call home is constrained with the limitation of the frontage land space of the property required for the NoR project. To us residents affected are disadvantaged, deprived, and also the proximity of the NoR project to the house is dangerously too close which any traffic accidents can occur both to the property and the safety well being of the residents of the property of 1/192 Te Irirangi Drive. 4.) We are only given a short period for this project submission

for the residents affected including us of residents of 1/192 Te Irirangi drive. This was a span of 4 months of notification (including the assessment carried out in December 2022) and notice for residents to send submission in March to April 11th, 2023, is shortly given, which is unfair and unjust to the toll and decision that will require a good time to submit a strong validation of resident's submission. This NoR project is a huge project that covers a vast amount of route land for the next or within the next 10-15 years as a proposal from the developers of the NoR project. We require more consultation, review timeframe of at least 6-8 months for us residents affected, we require strong support (including consultation from the council in a timely manner) with the fair amount of time it shall require ensuring residents are treated and given access to the project in detail (including clauses). 5.) Exit and Entry point of the property and land required is reduced for us residents to execute and exercise our rights to drive safely into and out of the property. There is a high risk when turning out of the property, and when entering the property, as this will cause more attention for residents living in the affect NoR project, to be more at risk of a crash or timely turning into and out of the property. What can we (residents of the Te Irirangi Drive segment) be compensated if the risk of entering the property and exiting the property causes an accident with the expansion of lanes for both buses and cyclist. Alternatively, what are the risk factors for buses and cyclist to be closer to resident homes if the bus and cycle lanes were to constructed. 6.) Noise and the ability to have the fair decibel (decibel parameters in urban areas) of noise that residents should be able to manage, what are these in requirement for residents to reside peacefully with added extra bus land and cycle lane? How will the NoR project be able to ensure that the sound and noise of traffic with added bus lane and cycle lane will not affect the residents.

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

We are seeking the decision from the Auckland Council on what the options are with the NoR project. And we are also requesting more time to validate our concerns as 1 month is unfair to a project that will affect the mental and physical state of mind of the residents being affected with the project.

Submission date: 11 April 2023

### **Attend a hearing**

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

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

### **Declaration**

I accept and agree that:

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

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

**To:** Auckland Council ("**Council**")

**Name:** Scentre (New Zealand) Limited ("**Scentre**")

**Submission on:** A notice of requirement from Auckland Transport for a new designation for Auckland Airport to Botany Bus Rapid Transit ("**BRT**") Project, from Rongomai Park to Puhinui Station (NoR 2) ("**Notice of Requirement**")

**Introduction**

1. Scentre is part of the Scentre Group Limited ("**Scentre Group**") (which owns the Australian and New Zealand businesses formally known as the Westfield Group), a vertically integrated shopping centre entity undertaking development, design, construction, property management, leasing and marketing activities. Scentre is a leading international shopping centre company with an extensive global portfolio of high-quality shopping centres. Scentre's shopping centres are carefully designed and planned, and it constantly reinvests in its facilities to maintain and upgrade them to a very high standard.
2. Scentre Group has five centres in New Zealand and 37 in Australia. Scentre Group's strategy is to own interests in the highest quality regional living centres in its markets and to invest in these assets through redevelopment opportunities, ensuring that Scentre Group's shopping centres enrich communities by providing extraordinary retail places. These living centres are an essential part of the community's social and economic fabric and in 2020 more than 450 million customers visits were made to centres across Australia and New Zealand. Scentre Group manages every aspect of its portfolio - from design, construction and development to leasing and retail solutions, asset management and marketing.
3. Scentre operates Westfield Manukau City, which adjoins Ronwood Avenue and is subject to the Notice of Requirement. Accordingly, Scentre has a direct interest in the Notice of Requirement.
4. Scentre could not gain an advantage in trade competition through this submission.

**Scope of submission**

5. This submission relates to the Notice of Requirement in its entirety, particularly as it relates to the works in and around Westfield Manukau City.

**Reasons for submission**

6. Scentre seeks that the Notice of Requirement has conditions imposed to ensure that proper consideration is given to the positioning of bus stations and/or shelters to avoid the impact on neighboring land.
7. Scentre wishes to ensure that Auckland Transport consults with Scentre in relation to the location of any BRT facilities such as bus stations and/or shelters on Ronwood Avenue to the north of Westfield Manukau, in order that they are appropriately located, and do not compromise fire egress from the Westfield Manukau cinemas, potential future street activation, linkages from Ronwood Avenue to the centre or other practical access issues.

**Recommendation sought**

8. Scentre seeks that the Council recommends:
  - (a) the Notice of Requirement be amended to impose conditions requiring ongoing consultation with landowners in relation to the location of any BRT facilities such as bus stations and/or shelters to ensure these are appropriately located; and
  - (b) such other or further relief to address the concerns outlined in this submission.
9. Scentre wishes to be heard in support of this submission.
10. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

**SCENTRE (NEW ZEALAND) LIMITED** by its solicitors and authorised agents  
Russell McVeagh:



**Signature:** Daniel Minhinnick / Jacob Burton

**Date:** 11 April 2023

**Address for Service:** C/- Jacob Burton  
Russell McVeagh  
Barristers and Solicitors  
Level 30  
Vero Centre  
48 Shortland Street  
PO Box 8/DX CX10085  
**AUCKLAND 1140**

**Telephone:** +64 9 367 8000

**Email:** jacob.burton@russellmcveagh.com

**SUBMISSION ON NOTICE OF REQUIREMENT: RONGOMAI PARK TO PUHINUI STATION  
AUCKLAND TRANSPORT**

**To:** Planning Technician  
Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Via email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**Submitter:** Z Energy Limited  
PO Box 2091  
**WELLINGTON**

**Address for Service:** 4Sight Consulting Limited  
201 Victoria St West  
PO Box 911310, Victoria St West,  
**AUCKLAND 1142**

Attention: Phil Brown

Phone: 027 467 1566

Email: [philipb@4sight.co.nz](mailto:philipb@4sight.co.nz)



**A. Introduction**

1. This is a submission on a notice of requirement (*NOR*) by Auckland Transport (*AT*), notified as Rongomai Park to Puhinui Station (*NOR 2*).
2. *AT*, as a requiring authority under Section 167 of the Resource Management Act 1991 (*RMA*), has given a *NOR* for works, including the widening of Te Irirangi Drive and Dawson Road and the establishment and operation of a dedicated Bus Rapid Transit (*BRT*) corridor and improved walking and cycling facilities to support Airport to Botany transport improvements.
3. *Z Energy (the Submitter)* operates<sup>1</sup> the existing service station at 136 Dawson Road, known as *Z Te Irirangi Drive (the Z Site)*, which is directly affected by *NOR 2*.
4. *Z Energy* could not gain an advantage in trade competition through this submission, and in any case *Z Te Irirangi Drive* is directly affected by *NOR 2*.

**B. Submission**

5. The Submitter supports the principle of improved connections between Botany, Manukau, and Auckland Airport but opposes the *NOR*, including changes to the layout and surroundings of the *Z Site* that will significantly adversely affect the operation of the service station.
6. The Submitter's opposition is on the basis that:
  - a. The project does not promote the sustainable management of natural and physical resources as required by Part 2 of the *RMA*;
  - b. The project does not enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety;
  - c. The project is not an appropriate way of meeting the objectives or policies of the National Policy Statement on Urban Development or the Auckland Unitary Plan;
  - d. The project does not promote the efficient use and development of urban land and development infrastructure;
  - e. The Assessment of Environmental Effects is inadequate and does not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the *RMA*;
  - f. The potential adverse effects on the Submitter have been inadequately identified, considered, or avoided, remedied, or mitigated;
  - g. The nature and extent of the benefits of the project have not been demonstrated to outweigh the potentially significant adverse effects of the project;
  - h. The adverse effects of the project are not sufficiently mitigated, including manging the effects of the *NOR* on adjacent activities;
  - i. The project will generate significant adverse social and economic impacts, including on the Submitter's business;
  - j. The proposed conditions do not adequately address the potential for adverse effects, including significant adverse effects; and

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<sup>1</sup> *Z Energy* holds a lease for the site, and has multiple rights of renewal.

- k. The proposed works are not reasonably necessary for achieving AT's objectives for the project for which the designation is sought.

**C. Reasons for Submission**

7. To understand the Submitters' position, key details re the specifics of its operation at the site are provided below.
8. The existing Z Te Irirangi service station at 136 Dawson Road (Pt Lot 3 DP 149321) is a corner site at the north-eastern corner of the intersection between Dawson Road and Te Irirangi Drive. The Z site includes a convenience store located along the northern boundary of the site with an attached forecourt canopy extending south over eight refuelling lanes. A car wash is located on the western boundary. The site is landscaped along the street frontages (outside of vehicle crossings) and includes signage relating to the activities on site. Car parking and trailer parks are located along the southern boundary. The oil-water separator is proximate to the car wash and the Dawson Road vehicle crossing. The underground tanks are located south of the forecourt canopy with the remote fill points and vents located south of the tanks adjacent to the landscaping along Dawson Road.
9. Service stations are a vehicle-oriented activity and access to the Z site is gained via both Dawson Road (two-way crossing) and Te Irirangi Drive with the latter via two crossings, one providing for left in access and the other left out egress. Tankers access the site via a left turn from Te Irirangi Drive and exit via a left turn onto Dawson Road. The remote fill points are adjacent to the Dawson Road landscaping strip.
10. The figure below is sourced from the NOR application and helps depict that significant changes are proposed on and adjacent to Z Te Irirangi Drive, including the following:
  - A bus rapid transit corridor centrally in Te Irirangi Drive, including a rapid transit station (Dawson Road Station);
  - New/upgraded footpath, cycle way, and landscaping (Dawson Road and Te Irirangi Drive); and
  - Modifications to the Te Irirangi Drive and Dawson Road intersection.

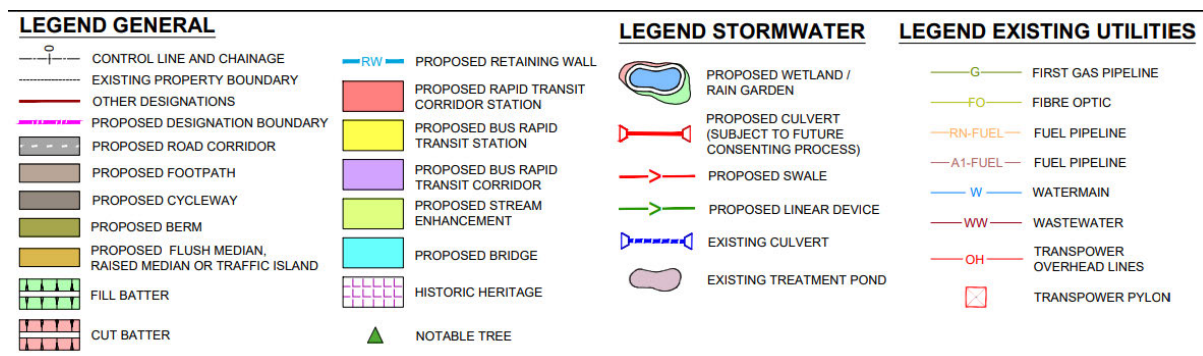


Figure 1 –Excerpt from General Arrangement Layout Plan – NOR 2 (not to scale)

11. To facilitate these works, AT seeks that the designation boundary extends a significant distance into the Z Site along both frontages. Notably, this extends along the Te Irirangi Drive (eastern) frontage and encroaches beyond the eastern extent of the forecourt canopy and the eastern refuelling lane. Land is similarly required along the Dawson Road frontage, including in close proximity to the exit from the car wash and existing infrastructure, including the oil-water separator, the underground fuel tanks, and the air vents. The perimeter landscaping and signage and all crossings are affected, including via proposed changes in levels, particularly the cut batters identified at the Te Irirangi Drive egress.
12. A 15 year lapse period is sought by AT for NOR 2. The construction period identified for NOR 2 is four to six years.
13. Without limiting the generality of the reasons in B above, further reasons for the submission are set out below. While the Submitter appreciates the challenges of assessing effects along

the BRT corridor, there is little to no evidence of the complexity and range of potentially significant adverse effects on the Z site being adequately assessed.

#### **Safe and convenient access and egress**

14. Service stations require safe and convenient access to ensure vehicles and refuelling tankers can appropriately enter and exit the site. As service stations are not typically destinations and rather attract vehicles already on the road network, it is critical that they are convenient for passing motorists.
15. The existing Z site access is described at paragraph 9 above and provides a high level of accessibility from both Dawson Road and Te Irirangi Drive. This level of accessibility is important to maintain in terms of transport efficiency and safety, as well as the economic performance of the site, by providing convenient access for customers.
16. The proposed changes have potentially significant adverse effects on safe and convenient access to and from the Z site for vehicles and refuelling tankers, during construction and thereafter.
17. In the absence of further detail, there is for instance no certainty that the changes will:
  - Maintain the road space requirements (swept path) for refuelling tankers to continue to safely make a left turn into the site from Te Irirangi Drive, park and unload fuel at the existing remote fuel points, and exit left onto Dawson Road;
  - Retain the ability for vehicles to turn right from the Z site onto Dawson Road;
  - Provide contours suitable for continued egress onto Te Irirangi Drive; and
  - Maintain the ability of vehicles to safely exit the car wash.

#### **Effect on frontages and built development**

18. Service station road frontages are critical to their operation, including contributing to amenity and providing for early identification of sites by motorists to promote safe access (primarily via signage). The proposed designation boundary crosses into the Z site along both Dawson Road and Te Irirangi Drive and encompasses the existing perimeter signage (prime sign, poster boards, and directional signage) and much of the existing landscaping. The loss of one car park on the Z site has also been identified by AT. This will result in the reduction of amenity and necessitate a comprehensive re-evaluation of the location for necessary signage.
19. In addition, the proposed designation boundary extends into the footprint of the proposed canopy and would appear likely to necessitate the removal, at least in part, of the canopy. It would similarly be likely to necessitate the removal of at least the pump island closest to Te Irirangi Drive and the two (a 25% reduction) refuelling lanes that island serves.
20. The latter in part reflects the necessity of ensuring that hazardous areas associated with the storage and use of hazardous substances are managed in accordance with WorkSafe requirements. These requirements necessitate the Submitter being able to control potential ignition sources in proximity of dispensers, drains, tanks, fill points, vents and separators and are likely to result in effects extending into the Z site beyond the proposed designation.

21. It is also likely that the proposed designation will impact on the site drainage layout, including the catchment of the oil-water separator serving the areas of the site where hazardous substances are dispensed (as required by the Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand (MfE, 1998) and the Auckland Unitary Plan).
22. The nature and extent of changes on the site and corresponding effects on the layout and ultimately the viability of the site are not clear to the Submitter from the assessment provided by AT.

**Effect on the Submitter's ability to lawfully operate its site**

23. The existing service station was established through the grant of resource consents. Any change to the layout of the Z site arising from the designation will make it difficult for the Submitter to comply with those resource consents, and any subsequent resource consents issued. Similar applies in relation to compliance with other legislation and regulation. These impacts need to be considered in some detail and may necessitate obtaining variations or new consents. In the absence of further information, the nature of any such changes and likelihood of obtaining the potentially required approvals is unknown. That process creates uncertainties for the Submitter and may ultimately render the site unviable with corresponding adverse social and economic effects.

**Construction effects**

24. The application sets out that the works will occur over a four to six year construction period and that construction effects will be addressed through various plans as set out in the proposed conditions. As a 24/7 vehicle-oriented activity, passing traffic and convenient and safe access to the Z site is critical for the Submitter for the duration of the works. In a practical sense, the Submitter suspects that there will be periods where access is disrupted and measures will be important to minimise this disruption.
25. The proposed conditions rely heavily on a range of further information, including management plans, to address effects. Those conditions do not appear to clearly require consultation with affected parties or establish outcomes to be achieved. As such, the extent to which the works will affect and/or compromise the Submitter's business cannot be ascertained and the ability of the Submitter to influence the detail of how the works are managed to minimise effects as far as practicable are extremely limited.

**Timing**

26. AT has applied for a fifteen year lapse date and as discussed above anticipates a four to six year construction period for NOR 2. The extended lapse period and long construction time frame proposed increases the potential for adverse effects on the ongoing operation, maintenance, and upgrade of the Z site with corresponding adverse social and economic effects.

**D. Relief Sought**

27. The Submitter seeks that the NOR in its current form is declined.

28. In the event that the NOR is not declined, the Submitter seeks that the designation is amended to avoid, remedy, or mitigate all matters of concern raised in this submission, including, but not limited to the following:

- Minimising the encroachment of the designation boundary into the Z site and ensuring that any temporary or permanent effects do not impact on practicability or feasibility of the ongoing operation of the Z site, including with regard to access/egress, manoeuvring, parking, drainage, the storage and use of hazardous substances (including tanks, remote fills, vents, dispensers), the forecourt canopy, signage, and landscaping.
- Retaining safe and convenient entry and exit crossings via Dawson Road, including right turns out, and entry and exit via Te Irirangi Drive.
- Retaining safe and convenient tanker access to and from the site and the remote fill points
- Retaining safe and convenient on-site manoeuvring, including to safely and conveniently exit the car wash.
- Ensuring that any resultant changes will not result in the submitter being unable to operate lawfully in reliance on its resource consents, including by AT avoiding impacting the Submitter's land in a way that would cause that outcome.
- Ensuring that works are appropriately managed through conditions to avoid, remedy, or mitigate adverse effects on the Submitter. This includes requirements to engage with the Submitter and appropriately address matters raised by the Submitter in relation to both temporary construction effects and the final form of the corridor. The Submitter has a particular interest in the following management plans:
  - Stakeholder Communication and Engagement Plan
  - Development Response Management Plan
  - Urban and Landscape Design Management Plan
  - Construction Environmental Management Plan
  - Construction Traffic Management Plan
  - Network Utility Management Plan (NUMP)
- Requiring Council certification that management plans achieve the specified outcomes and are not simply submitted for information.
- Amend the NUMP condition to also apply to activities in proximity to existing service stations and specifically reference AS/NZS 60079.10.1:2009 Explosive atmospheres at (b)(iii).

Signed on and behalf of Z Energy Limited as authorised signatory.



Philip Brown  
Senior Planner

Dated this day of 11 April 2023

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

**To:** Auckland Council ("**Council**")

**Name:** Bunnings Limited ("**Bunnings**")

**Submission on:** A notice of requirement from Auckland Transport for a new designation for Auckland Airport to Botany Bus Rapid Transit ("**BRT**") Project, specifically Rongomai Park to Puhinui Station ("**Notice of Requirement**")

**Introduction**

1. Bunnings is one of the leading retailers of home improvement and outdoor living products in Australasia. Bunnings operates 42 warehouses and smaller format stores, and 9 trade centres throughout New Zealand, along with a distribution centre, trade studio and support office.
2. Bunnings operations at 55 Lambie Drive, Manukau City Centre ("**Bunnings Warehouse Manukau**") will be adversely affected by the Notice of Requirement.
3. Bunnings could not gain an advantage in trade competition through this submission.

**Scope of submission**

4. This submission relates to the Notice of Requirement, particularly as it relates to the works in and around Bunnings Warehouse Manukau.

**Nature of submission**

5. Bunnings acknowledges the intent to provide for a BRT corridor and address both network congestion and safety issues while providing improved transport choices
6. However, Bunnings opposes the Notice of Requirement being confirmed as currently proposed on the basis that the Notice of Requirement will adversely affect the operation of Bunnings Warehouse Manukau.

**Reasons for submission**

7. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
  - (a) will not promote the sustainable management of the natural and physical resources in Tāmaki Makaurau, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;

- (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
- (c) will not meet the reasonably foreseeable needs of future generations;
- (d) will not enable the social, economic and cultural wellbeing of the people of Tāmaki Makaurau; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

#### **Specific reasons for submission**

8. Without limiting the generality of paragraph 7 above, Bunnings opposes the Notice of Requirement as it relates to Lambie Drive to the east of Bunnings Warehouse Manukau as it will result in adverse effects (both during construction and once operational) on the operation of Bunnings Warehouse Manukau which have not been adequately avoided, remedied or mitigated, including:
- (a) Adverse effects on traffic and the transport network during construction, including:
    - (i) various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Bunnings Warehouse Manukau; and
    - (ii) increased pressure on customers shopping at the Bunnings Warehouse Manukau with limited carpark access due to restrictions on surrounding site accesses.
  - (b) Construction effects on the Bunnings Warehouse Manukau and its staff and customers, including amenity, dust, noise and vibration, traffic and access.
  - (c) Business disruption and other economic effects, including impacts on access to Bunnings Warehouse Manukau.
  - (d) Adverse effects resulting from the removal of approximately 46 carpark spaces, which will in turn both impact Bunnings' operations and will contribute to congestion on the road network where customers are required to queue for carpark spaces.
9. Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact Bunnings Warehouse Manukau as a whole. In particular, alternatives that minimise land take and adverse effects on Bunnings.
10. Auckland Transport has also not adequately considered appropriate weighting of the Notice of Requirement criteria along Lambie Drive. In particular, whether the proposed designation boundary and BRT could shift further to the



east of Lambie Drive to minimise or even avoid the extent of land required on the western side of Lambie Drive.

**Recommendation sought**

- 11. Bunnings seeks that the Council recommends:
  - (a) amendments to the Notice of Requirement, including by way of conditions to address Bunnings' concerns; and
  - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 12. Bunnings wishes to be heard in support of this submission.
- 13. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

**BUNNINGS LIMITED** by its solicitors and authorised agents Russell McVeagh:



---

**Signature:** Daniel Minhinnick / Jacob Burton

**Date:** 11 April 2023

**Address for Service:** C/- Jacob Burton  
Russell McVeagh  
Barristers and Solicitors  
Level 30  
Vero Centre  
48 Shortland Street  
PO Box 8/DX CX10085  
**AUCKLAND 1140**

**Telephone:** +64 9 367 8000

**Email:** jacob.burton@russellmcveagh.com

## Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council

### SUBMITTER DETAILS

**Name of Submitter:** Chalmers Properties Ltd (“Chalmers Properties”)

1. Chalmers Properties makes this submission on a new designation for a Bus Rapid Transit (BRT) Project (“**NOR 2**”) lodged by Auckland Transport and Waka Kotahi in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (RMA) 1991 as follows.
2. Chalmers Properties could not gain advantage in trade competition through this submission.
3. Chalmers Properties is directly affected by effects of the subject matters of the submission that –
  - a. adversely affects the environment; and
  - b. do not relate to trade competition or the effects of trade competition.
4. Chalmers Properties wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, Chalmers Properties will consider presenting a joint case with them at the hearing.

### OVERVIEW OF CHALMERS PROPERTIES

6. Chalmers Properties is a large property development and investment company with circa \$700m in assets. Chalmers Properties have property holdings throughout Auckland, Hamilton and Dunedin and have been the long-time owner of the Ronwood Centre (see below) with redevelopments of the Centre having occurred in recent years. Chalmers Properties are owned by Port of Otago whose 100% shareholder is the Otago Regional Council. Chalmers Properties are well known for their award-winning industrial developments throughout NZ.
7. Chalmers Properties has an interest in the proposed BRT Project that is greater than the interest of the general public. Chalmers Properties has a significant landholding of 1.6085

hectares of land at 1 and 5 Ronwood Ave (known as the Ronwood Centre) that would be directly affected by the proposed BRT Project. The BRT NOR therefore has the potential to give rise to adverse effects that would directly affect Chalmers Properties given the proximity of Chalmers Properties land interests to NOR 2.

#### SCOPE OF SUBMISSION

8. The submission relates to NOR 2 as a whole.
9. Chalmers Properties generally supports the purpose and intent of the BRT Project as it they would support the connection of the major centre of Botany and Manukau (and their surrounding areas) with the Auckland Airport. However, Chalmers Properties **opposes** NOR 2 for the reasons below which include but are not limited to:
  - a. Chalmers Properties opposes the extent of the proposed designation boundary. There does not appear to be a logical rationale for the extent of the designation boundary, which, in many locations, extends far beyond the anticipated extent of works.
  - b. The proposed extent of the designation boundaries is considered unnecessary and has the consequential effect of unduly restricting the future development potential of a significant portion of land owned by Chalmers Properties because no person may do anything in relation to the designated land without the written consent of the requiring authority as section 176 of the RMA would apply. This does not represent the sustainable use and development of natural and physical resource, will not meet the sustainable management purpose of the RMA.

#### RELIEF SOUGHT

10. Chalmers Properties seeks the following relief on NOR 2:
  - a. That the extent of the designation boundary of NOR 2 be reviewed and reduced; and
  - b. That Schedule 1 of the proposed conditions of NOR 2 be amended following review of the use of the extent of the designation boundary.



**Signed on behalf of Chalmers Properties**

**Date:** 11.04.23

**Address for Service:**

Barker & Associates Ltd  
Attn: Matt Norwell  
PO Box 1986  
Shortland Street  
Auckland 1140

Contact Number: 029 850 2780

Email: [mattn@barker.co.nz](mailto:mattn@barker.co.nz)

**Copied to:**

David Chafer [dchafer@chalmersproperties.nz](mailto:dchafer@chalmersproperties.nz)

Ross Blackmore [ross@publicworksadvisory.co.nz](mailto:ross@publicworksadvisory.co.nz)

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Fa'ana CAMPBELL

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

Address for service of Submitter

148A PUHINUI Road, Papatoetoe

Telephone: 022 1990 187 Fax/Email: faana1957@gmail.com

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority	Auckland Transport
For: A new designation or alteration to an existing designation	Notice of Requirement for Bus Rapid Transit – Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange

*Rongomai Park to Auckland Transport*

The specific parts of the above notice of requirement that my submission relates to are: (give details): NOR 2 is

required for the construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ponwood Avenue, Davies Ave, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue, Davies Avenue, to provide for a Bus Rapid

My submission is: Transit Corridor, walking and cycling facilities and associated infrastructure.  
I or we support of the Notice of Requirement  I or we oppose to the Notice of Requirement   
I or we are neutral to the Notice of Requirement

The reasons for my views are: (see attached submission letter)

(continue on a separate sheet if necessary)

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

(see attached submission letter)

I wish to be heard in support of my submission



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



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



*Yvonne Campbell*

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

*10 April 2023*

Date

**Notes to person making submission:**

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

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

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

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

*Yvonne Campbell  
148A Puhinui Rd,  
Papatoetoe 2104  
Auckland.*

*Mobile: 022 1990 187*

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

**This is a submission on a notice of requirement:**

**By:** Name of Requiring Authority - Auckland Transport

**For:** A new designation or alteration to an existing designation - Notice of Requirement for Bus Rapid Transit – Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue (Auckland Transport)

**The specific parts of the above notice of requirement that my submission relates to are:**

NoR 2: (as stated above and as shown on Maps 1 and 2 of Auckland Council's 'More Information' attachment to letter of 10 March 2023 to myself).

NoR2 is required for the construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue to provide for a Bus rapid Transit corridor, walking and cycling facilities and associated infrastructure.

(Map 1: Areas covered by the 5 separate Notices of Requirement and Map 2: ). Overview of NoR2 and proposed designation boundary).

**My submission is:** We oppose to the Notice of Requirement ? I am neutral ?

**The reasons for my views are:**

With due respect but just to put on record for my community here -

1. Concerning ourselves and the wider neighbourhood and residents of Puhinui Road, **Cavendish Drive is a direct connection with Te Irirangi Drive** and (as far as I can see) has the width to cater for this project without having to impact on the parallel-running Puhinui Road.

**Puhinui Road is residential** and people will be uprooted, lose their homes and the convenient accessibility to amenities and services available to us. There are three to four generational families living together who have had their homes built to last for years to come for the next generations. There are the elderly, some who live on their own who have lived in their homes for over 40 years and uprooting them from their homes will be detrimental for their health and well-being (and are already affected in some way or another).

[Fa'ana CAMPBELL]

2.(a) Concerning our own home here, we do appreciate that full acquisition of our home is not required except for the portion of the drive-way required. The effects of this on us, though, is that we will be **road frontage** and will have the **full impact of traffic and associated busy road noise**. The volume will be more so than now, when full use of the road commences with ongoing full bus services through the day and night as well as vehicles and other forms of transport, including cyclists and pedestrians and, on a daily basis at that.

(b) The purpose of the proposed project is rapid transportation. I query what plans will be put in place to keep us and our homes, fronting Puhinui Road, **safe from possible accidents** that may occur. What is the proposed speed traffic will be allowed to travel at, on Puhinui Road?

(c) With road frontage there will be **lack of privacy** for us and I query what plans will be in place to provide us with privacy (as we have that privacy in our current position).

(d) The portion of the drive-way to be acquired as shown on the image supplied to us by Auckland Transport and Waka Kotahi/NZ Transport Agency on 12 August 2022, is right up to our fence line. I query **how much distance there will be from our property and the actual road** the vehicles will be travelling on.

(e) Another concern is **safe access into and out of our driveway** once the road is completed, with all the traffic and road users using Puhinui Road. We have our children and grandchildren and families, friends and other visitors, visit regularly. I query what parking spaces will be available to park now for our families and visitors now that our road-side parking have been removed?

(f) I am not sure too if there will still be the **easy vehicle access to the other side of Puhinui Road** - where we can drive into Wallace Road and York Road to the Medical Centre, the New World Supermarket, the Papatoetoe Library and other local amenities and services - if a median barrier is built to run through the centre of Puhinui Road. At the moment those places are handy and easy to get to. At 65 years of age the 'handiness' and easy access of doctors, supermarkets and shops, libraries, banks, shopping centres, churches and other local necessities are important for myself and others over 60, to walk to and to drive to, for those places a bit further out. Will there be turning points into these roads to continue the ease of access for the elderly, families and people with special needs and residents on this Puhinui Sch side of Puhinui Rd?

[Farang CAMPBELL]



3. Can some written guarantee please be provided to us that there will not be any further changes in plans for our home/property, that it will not be required for any other road works or projects in the future?

**I seek the following recommendation or decision from the Council:**

(a) some effective noise barriers for our home to block excessive noise from traffic

(b) to keep the speed at 50 kmh

(c) landscaping and/or garden beds at road front that give privacy

(d) safety barriers from possible accidents

(e) keep the current safe access into and out of our driveway

(f) easy car access still to Wallace Road and York Road for services and amenities.

(g) safe walkways for pedestrians to access the other side of Puhinui Road

We would like for our community to be involved with aspects of the changes that will be made on our street such as the landscaping as well as input into the other recommendations above.

We would also like to have further clarification as to exactly what kind of works are intended for us as a family to plan ahead.

I wish to be heard in support of my submission - **YES**

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

[Fa'ana Campbell]

[Fa'ana Campbell]

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

**To:** Auckland Council ("**Council**")

**Name:** PSPIB/CPPIB Waiheke Inc ("**Waiheke Inc**")

**Submission on:** A notice of requirement from Auckland Transport for a new designation for Auckland Airport to Botany Bus Rapid Transit ("**BRT**") Project, specifically Rongomai Park to Puhinui Station ("**Notice of Requirement**")

**Introduction**

1. Waiheke Inc. owns a \$1.1 billion property portfolio of commercial and retail assets in New Zealand, including the Manukau Supa Centa. Waiheke Inc is managed by AMP Capital / Dexus.
2. Waiheke Inc owns the Manukau Supa Centa, situated on the Corner of Lambie & Cavendish Drive. The Manukau Supa Centa is home to various retail and hospitality facilities, including Kmart, Noel Leeming, Warehouse Stationery, Rebel Sport, and Briscoes. Manukau Supa Centa, and its 40 tenants, will be adversely affected by the Notice of Requirement.
3. Waiheke Inc could not gain an advantage in trade competition through this submission.

**Scope of submission**

4. This submission relates to the Notice of Requirement, particularly as it relates to the works in and around the Manukau Supa Centa along Lambie Drive.

**Nature of submission**

5. Waiheke Inc acknowledges the intent to provide for a BRT corridor and address both network congestion and safety issues while providing improved transport choices.
6. However, Waiheke Inc opposes the Notice of Requirement being confirmed as currently proposed on the basis that the Notice of Requirement will adversely affect the operation of the Manukau Supa Centa.

**Reasons for submission**

7. The reasons for this submission are that the Notice of Requirement (as currently proposed), if confirmed:
  - (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;

- (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
- (c) will not meet the reasonably foreseeable needs of future generations;
- (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

#### **Specific reasons for submission**

8. Without limiting the generality of paragraph 7 above, Waiheke Inc opposes the Notice of Requirement as it relates to Lambie Drive to the east of the Manukau Supa Centa as it will result in adverse effects (both during construction and once operational) on the operation of the Manukau Supa Centa which have not been adequately avoided, remedied or mitigated, including:

- (a) Adverse effects on traffic and the transport network during construction, including:
  - (i) various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Manukau Supa Centa;
  - (ii) a reduction in the Level of Service at peak commuter times arising from the replacement of the Lambie Drive / Ronwood Avenue roundabout with a signalised intersection; and
  - (iii) increased pressure on customers shopping at the Manukau Supa Centa with limited carpark access due to restrictions on surrounding access points.
- (b) Construction effects on the Manukau Supa Centa, its tenants and customers, including amenity, dust, noise and vibration, traffic and access.
- (c) Economic impacts on Manukau Supa Centa and its tenants including:
  - (i) direct loss of land;
  - (ii) impacts on business revenue;
  - (iii) impacts on entry and exit access for suppliers and other site servicing needs;
  - (iv) loss of road frontage space; and

- (d) Adverse effects on carparking through the loss of parking spaces at Manukau Supa Centa on Lambie Drive.
9. Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Manukau Supa Centa as a whole, in particular, alternatives that minimise land take and adverse effects on the Manukau Supa Centa. There has also been a lack of engagement from Auckland Transport through the Multi Criteria Analysis process and assessment of alternatives.

**Recommendation sought**

10. Waiheke Inc seeks that the Council recommends:
- (a) amendments to the Notice of Requirement, including by way of conditions to address Waiheke Inc's concerns;
- (b) further and continuous engagement is undertaken by Auckland Transport with Waiheke Inc; and
- (c) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
11. Waiheke Inc wishes to be heard in support of this submission.
12. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

**PSPIB/CPIB WAIHEKE INC** by its solicitors and authorised agents Russell McVeagh:



---

**Signature:** Daniel Minhinnick / Jacob Burton

**Date:** 11 April 2023

**Address for Service:** C/- Jacob Burton  
Russell McVeagh  
Barristers and Solicitors  
Level 30  
Vero Centre  
48 Shortland Street  
PO Box 8/DX CX10085  
**AUCKLAND 1140**

**Telephone:** +64 9 367 8000

**Email:** jacob.burton@russellmcveagh.com

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

**To:** Auckland Council ("**Council**")

**Name:** Auckland Body Corporate Limited

**Submission on:** A notice of requirement from Auckland Transport for a new designation for Auckland Airport to Botany Bus Rapid Transit ("**BRT**") Project, specifically Rongomai Park to Puhinui Station ("**Notice of Requirement**")

**Introduction**

1. Auckland Body Corporate Limited is a division of Bayleys Group and act as the contracted manager of the body corporates BC193176 & BC191574 which control the common areas under unit title ownership at the Manukau Supa Centa under the Unit Titles Act 2010 and the Unit Titles Regulations 2011 ("**MSC Complex**").
2. Auckland Body Corporate Limited is responsible for managing the common property area of the MSC Complex, situated on the Corner of Lambie & Cavendish Drive. The MSC Complex is home to various retail and hospitality facilities, including Harvey Norman, Bunnings, Kmart, Noel Leeming, Warehouse Stationery, Rebel Sport, and Briscoes. The MSC Complex and its 42 tenants, will be adversely affected by the Notice of Requirement.
3. Auckland Body Corporate Limited could not gain an advantage in trade competition through this submission.

**Scope of submission**

4. This submission relates to the Notice of Requirement, particularly as it relates to the works in and around the Manukau Supa Centa along Lambie Drive.

**Nature of submission**

5. Auckland Body Corporate Limited acknowledges the intent to provide for a BRT corridor and address both network congestion and safety issues while providing improved transport choices.
6. However, Auckland Body Corporate Limited opposes the Notice of Requirement being confirmed as currently proposed on the basis that the Notice of Requirement will adversely affect the operation of the Manukau Supa Centa.

**Reasons for submission**

7. The reasons for this submission are that the Notice of Requirement (as currently proposed), if confirmed:

- (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
- (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
- (c) will not meet the reasonably foreseeable needs of future generations;
- (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

#### **Specific reasons for submission**

8. Without limiting the generality of paragraph 7 above, Auckland Body Corporate Limited opposes the Notice of Requirement as it relates to Lambie Drive to the east of the Manukau Supa Centa as it will result in adverse effects (both during construction and once operational) on the operation of the Manukau Supa Centa which have not been adequately avoided, remedied or mitigated, including:

- (a) Adverse effects on traffic and the transport network during construction, including:
  - (i) various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of key intersections surrounding the Manukau Supa Centa;
  - (ii) a reduction in the Level of Service at peak commuter times arising from the replacement of the Lambie Drive / Ronwood Avenue roundabout with a signalised intersection; and
  - (iii) increased pressure on customers shopping at the Manukau Supa Centa with limited carpark access due to restrictions on surrounding access points.
- (b) Construction effects on the Manukau Supa Centa, its tenants and customers, including amenity, dust, noise and vibration, traffic and access.
- (c) Economic impacts on Manukau Supa Centa and its tenants including:
  - (i) direct loss of land;
  - (ii) impacts on business revenue;

- (iii) impacts on entry and exit access for suppliers and other site servicing needs; and
  - (iv) loss of road frontage space; and
  - (d) Adverse effects on carparking through the loss of parking spaces at Manukau Supa Centa on Lambie Drive.
9. Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works for the BRT and in particular alternative routes, sites and methods that would minimise the impact on the Manukau Supa Centa as a whole, in particular, alternatives that minimise land take and adverse effects on the Manukau Supa Centa. There has also been a lack of engagement from Auckland Transport through the Multi Criteria Analysis process and assessment of alternatives.

**Recommendation sought**

10. Auckland Body Corporate Limited seeks that the Council recommends:
- (a) amendments to the Notice of Requirement, including by way of conditions to address the concerns set out above;
  - (b) further and continuous engagement is undertaken by Auckland Transport with Auckland Body Corporate Limited; and
  - (c) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
11. Auckland Body Corporate Limited wishes to be heard in support of this submission.
12. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

**AUCKLAND BODY CORPORATE LIMITED** by its solicitors and authorised agents Russell McVeagh:



**Signature:** Daniel Minhinnick / Jacob Burton

**Date:** 11 April 2023

**Address for Service:** C/- Jacob Burton  
Russell McVeagh  
Barristers and Solicitors  
Level 30  
Vero Centre  
48 Shortland Street  
PO Box 8/DX CX10085

**AUCKLAND 1140**

**Telephone:** +64 9 367 8000

**Email:** [jacob.burton@russellmcveagh.com](mailto:jacob.burton@russellmcveagh.com)



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

**To:** Auckland Council ("**Council**")

**Name:** General Distributors Limited ("**GDL**")

**Submission on:** A notice of requirement from Auckland Transport for a new designation for Auckland Airport to Botany Bus Rapid Transit ("**BRT**") Project, from Rongomai Park to Puhinui Station (NoR 2) ("**Notice of Requirement**")

**Introduction**

1. GDL is a wholly owned subsidiary of Woolworths New Zealand Limited and is responsible for operating Countdown stores nationwide. GDL operates Countdown Manukau at 652 Great South Road, which adjoins Te Irirangi Drive subject to the Notice of Requirement. GDL also sublets approximately 3000m<sup>2</sup> of retail space adjoining the supermarket to a third party retailer. Accordingly, GDL has a direct interest in the Notice of Requirement.
2. GDL could not gain an advantage in trade competition through this submission.

**Scope of submission**

3. This submission relates to the Notice of Requirement in its entirety, particularly as it relates to the works in and around Countdown Manukau.
4. GDL opposes the Notice of Requirement being confirmed as currently proposed on the basis that the Notice of Requirement will significantly adversely affect the operation of Countdown Manukau.

**Reasons for submission**

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
  - (a) will not promote the sustainable management of the natural and physical resources in Tāmaki Makaurau, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
  - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
  - (c) will not meet the reasonably foreseeable needs of future generations;
  - (d) will not enable the social, economic and cultural wellbeing of the people of Tāmaki Makaurau; and

- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

### **Specific reasons for submission**

- 6. Without limiting the generality of paragraph 5 above, GDL opposes the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the operation of Countdown Manukau which have not been adequately avoided, remedied or mitigated, including:
  - (a) Adverse effects on traffic and the transport network including:
    - (i) various temporary lane and road closures, which will increase congestion and travel time, and adversely affect the performance of Countdown Manukau and the adjoining retail unit; and
    - (ii) increased pressure on the customer and staff carparking at the Centre; and
    - (iii) the loss of truck access to the loading bay area at the rear of the Countdown store, which is exclusively used by Countdown and its subtenant (being the sole means of goods delivery to Countdown's leased premises).
  - (b) Adverse noise and vibration effects, including as a result of high noise generating activities during construction.
  - (c) Business disruption and other economic effects caused by:
    - (i) reduced access to essential services such as Countdown Manukau;
    - (ii) impacts on GDL's sublessee, both in terms of loss of carparking and servicing access, and other effects outlined in this submission.
  - (d) Adverse visual and amenity effects, including as a result of effects from construction activities (eg noise and dust, traffic) surrounding Countdown Manukau.
  - (e) Adverse effects on carparking through:
    - (i) the temporary and/or permanent loss of parking spaces at the Centre, including the current access to the basement carpark and car parks off Great South Road; and
    - (ii) suboptimal carpark area circulation (in terms of the accommodation of vehicle movements in a safe and efficient manner).

7. GDL is also concerned that inadequate consideration has been given to alternative sites, routes and methods of undertaking the works for BTR and in particular alternative routes, sites and methods that would minimise the impact on Countdown Manukau.

**Recommendation sought**

8. GDL seeks that the Council recommends:
- (a) the Notice of Requirement be withdrawn; or
  - (b) amendments to the Notice of Requirement, including by way of conditions to address GDL's concerns; and
  - (c) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
9. GDL wishes to be heard in support of this submission.
10. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

**GENERAL DISTRIBUTORS LIMITED** by its solicitors and authorised agents  
Russell McVeagh:



**Signature:** Allison Arthur-Young / Jacob Burton

**Date:** 11 April 2023

**Address for Service:** C/- Jacob Burton  
Russell McVeagh  
Barristers and Solicitors  
Level 30  
Vero Centre  
48 Shortland Street  
PO Box 8/DX CX10085  
**AUCKLAND 1140**

**Telephone:** +64 9 367 8000

**Email:** jacob.burton@russellmcveagh.com

## Form 21

Submission on requirement for designation or heritage order or alteration of designation or heritage order that is subject to public notification or limited notification by a territorial authority  
*Sections 168A, 169, 181, 189A, 190, and 195A, Resource Management Act 1991*

To: Auckland Council  
 Private Bag 92300  
 Victoria Street West  
 Auckland 1142

Name of submitter: JOLT Charge (New Zealand) Limited (**JOLT**)

This is a submission on a notice of requirement from Auckland Transport for a designation (the **notice of requirement**).

- The relevant designation is NoR 2, being the construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue to provide a Bus Rapid Transit corridor, walking and cycling facilities and associated infrastructure.
- The site to which the designation applies that is subject to this submission is 61 Lambie Drive, Manukau, Auckland.

JOLT is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

JOLT is directly affected by an effect of the subject matter of the submission that-

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

The specific part of the notice of requirement that JOLT's submission relates to the extent of land at 61 Lambie Drive required for the designation and the effects on JOLT's electric vehicle charging station and associated signage.

### **Background**

JOLT is building a large-scale network of electric vehicle charging stations across Australia, New Zealand, United States, Canada, and the United Kingdom. JOLT's mission is to accelerate the shift to transport electrification through the provision of fast, free, clean, public charging. JOLT provides 7kWh free energy to each user, every day, which is enough to cover daily needs at zero cost to the user. It provides its electric vehicle charging stations at no cost to the landowner and is in the process of rolling out a nationwide network of some 400 – 500 stations across New Zealand over the next 3 – 5 years to become New Zealand's largest electric vehicle charging network.

JOLT operates an electric vehicle charging system at 61 Lambie Drive, comprising a freestanding charger station located within the customer parking area together with a freestanding advertising unit located proximate to the vehicle access to the site with Lambie Drive.

The site was selected by JOLT due to its presence and proximity to the arterial road network. This is essential to the advertising element of the electric vehicle charging station, which not only identifies the location of the station within the site and addresses “range anxiety”, but funds the cost of the installation, regular maintenance of the station (maximising the availability of the service compared to other providers), and the provision of free energy to each user on a daily basis. Without presence to the street, the revenue generated by the advertising would be insufficient to subsidise the construction and ongoing maintenance charging stations.

### **Submission**

The notice of requirement seeks to designate 1,762m<sup>2</sup> of 61 Lambie Drive for the purposes of constructing a signalised intersection, widened road carriageway and an associated batter.

While JOLT is generally supportive of the planned Bus Rapid Transit Project that has been lodged by Waka Kotahi NZ Transport Agency and Auckland Transport, the general arrangement plan does not illustrate the retention of its freestanding advertising unit.

The ability of JOLT to provide free energy to each user, every day, and to fund the installation, regular maintenance of the station at no cost to the landowner is entirely reliant on the freestanding advertising unit. Without maintaining good visibility to traffic in both directions along Lambie Drive, the advertising revenue will no longer be sufficient to subsidise the charging station. The loss or reduction in visibility of the freestanding advertising unit would therefore materially and detrimentally affect JOLT’s operations from the site.

### **Relief**

JOLT seeks the following recommendation or decision from the territorial authority:

- Reject the notice of requirement; or
- Amend the notice of requirement to retain JOLT’s freestanding advertising unit in a location proximate to the proposed signalised intersection with 61 Lambie Drive, to the satisfaction of JOLT; and/or
- Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

JOLT wishes to be heard in support of its submission.

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



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

Date: 6 April 2023

Electronic address for service of submitter: [marbuthnot@bentley.co.nz](mailto:marbuthnot@bentley.co.nz)  
Telephone: 029 200 4896  
Postal address: Bentley & Co. Ltd  
PO Box 4492, Shortland Street  
Auckland 1140  
Contact person: Mark Arbuthnot

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
 Auckland Council  
 Level 24, 135 Albert Street  
 Private Bag 92300  
 Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

~~Mr/Mrs/Miss/Ms~~(Full Name) Heather Haylock

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

Address for service of Submitter

172 Puhinui Road, Papatoetoe, Auckland 2104

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority	Auckland Transport
For: A new designation or alteration to an existing designation	Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)

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

Within the area covered by NoR2, Construction, roading, engagement, buffer properties, flooding, land acquisition, route and station options, surplus designated land

My submission is:

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

The reasons for my views are:

See attached pdfs for reasons for my views on each of the topics

Construction, roading, engagement, buffer properties, flooding, land aquisition, route and station options, and surplus designated land

(continue on a separate sheet if necessary)

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

See last sections of the attached pdfs for recommendations and decisions from the Council

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

*Henry Lock*

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

04/11/2023  
Date

**Notes to person making submission:**

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

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

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

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



## **Buffer Properties**

### **Land in the block Puhinui-Ranfurly-Cavendish-Clendon (PRCC) NoR3**

**plus**

**All properties adjoining land where properties are to be acquired and demolished for the BRT elsewhere along the length of the route (NoR 1, 2 and 3)**

#### **Specific Parts of Designation:**

NoR1, NoR2, NoR3

Concerns about the project's effect on the long-term livability and use of the block of land currently zoned primarily residential, bound by Puhinui Road, Ranfurly Road, Cavendish Drive and Clendon Ave. (NoR3)

Concerns for homeowners of properties currently sited behind 'buffer properties' to be removed as part of the BRT project. Noise, visual intrusion that those land owners did not know about when purchasing their properties, and the fact they have not been specifically targeted by AT or SG engagement (or notified of the NoRs) even though they will be significantly impacted by the project if it goes ahead. (NoR 2,3)

#### **Reasons for Submission:**

The NoR documentation notes that the land bound by Puhinui Road, Ranfurly Road, Cavendish Drive and Clendon Ave is a bit of an anomaly. It is bound to the East by significant amounts of commercial zoned land and to the West by the NIMT. To the South is more commercial zoned land. To the North is currently residential, though if the proposed BRT infrastructure is built, the block will be severed from its Northern residential zoned neighbours. If the BRT bridge is constructed, the land bound by Puhinui-Ranfurly-Cavendish-Clendon will become an island (referred to as PRCC Island in this submission).

#### Noise Effects

The land is currently subject to strict planning conditions as a result of the HANA (High Airport Noise Environment) overlay in the District Plan. This results in two things – the land is zoned 'Single House', meaning only one residence is allowed per site, and the site size is 500m<sup>2</sup>. This is to limit the number of homes that are subject to high levels of aircraft noise. It also means that any new homes or additions, etc., are subject to higher than standard acoustic treatment requirements.

The Airport offers a noise mitigation package to existing homes in the HANA, to fit air conditioning and ventilation equipment so that homes are adequately ventilated with all doors and windows shut to keep out the aircraft noise. Note the packages do not include

double-glazing. The package is offered to homeowners 100% paid for by the Airport. A covenant is placed on the homes. There has been limited uptake of the package, meaning that many homes in the area are subject to significant aircraft noise. At our house (172 Puhinui Road), we are currently in the process of having the mitigation package installed. With the windows open, or when sitting outside, we regularly have to institute what we call the ‘Puhinui Pause’ as we cannot hear what each other is saying. This, along with the noise from existing traffic on Puhinui Road, led us to install double glazing at our own cost. It has made a significant difference to our quality of life.

While we bought our property on Puhinui road over 25 years ago, knowing there would be noise from both the airport activities and us being located right on a busy road, people owning homes to the South of us (Freyberg Ave) did not buy their houses on a busy road with traffic noise. The homes on Puhinui Road currently provide a buffer to the homes on Freyberg Ave.

If the BRT bridge is built, the majority of homes facing Puhinui Road in this block will be demolished. This will leave people in Freyberg Ave homes experiencing significantly more noise than they expected when they bought their properties. This is acknowledged in the Assessment of Traffic Noise Effects – the ATNE (p.x, 40). In addition, they will have the impacts of shading and visual disruption of a large bridge at the bottom of their back yards, instead of the suburban residential housing that was there when they bought.

The ATNE (p.45) notes that along Puhinui Road, the noise levels can be up to 72dB/24hr, while at the properties that are currently shielded by those Puhinui Road houses, the noise levels are less than 50dB/24hr. The ATNE appendices note expected changes in noise level. For properties in Freyberg Ave, many properties will go from experiencing noise in the 40db/24 range up to 60db/24hr (pp 101-102). This is a *significant* change.

Although these people are not directly affected by the proposed designation in terms of property acquisition in whole or in part, they are going to be directly affected by the construction and operation of the BRT (including the bridge) if it goes ahead. These property owners have not been sent individual letters informing them about the proposed designation, nor have they been invited to make submissions to it. This seems like a poor level of professional planning practice. It has led to anxiety and upset, along with anger that people who will be impacted by the BRT route have not been informed nor invited to be part of the engagement process.

Table 25 of the ATNE shows the number of people potentially ‘highly annoyed’ by the noise from the activities on Puhinui Road.

Scenario	Number of people highly annoyed
Existing	133
Do-nothing	141
Do-minimum	149

This table suggests that there will only be an increase of highly annoyed people from 133 to 149 (an increase of just 16 people). However, the table is misleading. It neglects to note that most, if not all of the current 133 highly annoyed people will not be living there anymore as their houses will have been demolished. Most of the 149 under a 'do minimum' approach will be newly 'highly annoyed' people living in houses on Freyberg etc., that were previously buffered from the noise of Puhinui Road by a row of houses that will not be there any longer. This needs to be considered – it is not just a small increase of high annoyance.

The ATNE (p.x and elsewhere) notes the properties in PRCC Island should not be overly affected by noise from the proposed BRT as they should already have some acoustic protection afforded them from the HANA noise mitigation package (e.g., p. 45). As noted above, however, uptake of the package has been low in part, because people are concerned about the covenants that give the Airport some say in what people do with their buildings. Also noted above, the HANA only goes so far. It does not, for example, provide extra-thick noise reducing gib-board or double glazing.

P.49 notes the only mitigation method that is recommended, is to ensure the roading surface of the BRT is similarly smooth to the current surface of Puhinui Road. I would like to see this revisited, with some form of compensation given to those property owners such as those on Freyberg Ave, who will experience both unanticipated acoustic and visual impacts. They did not buy their homes in the knowledge that they would, one day, be left with a large bridge overlooking their properties causing visual intrusion and acoustic angst.

There are some properties that will experience even great impacts. These are addresses on Puhinui Road where the properties have been subdivided in the past, and new homes built on the rear properties that have been created. The NoR maps show clearly that these homes will not be considered by AT to be acquired for the project. These homes, many of them double-storeyed, will face directly onto the new BRT bridge. These homeowners, like the other people that back onto properties to be acquired on Puhinui Road, have not been specifically notified about the proposed designation.

Along the small section of Puhinui Road between Clendon Ave and Plunket Ave, there are at least seven such properties. There are approximately 23 properties in this section of the street that are to be acquired. Numbers 176a, 186a, 188a, 190a, 200a and 200 Puhinui Road, and 4 Clendon Ave. This means that around 1/3 homes are not being acquired, but will experience considerable impact from the BRT as they will be sited so close to it. (Note, too, the anomaly where it seems 160 Puhinui Road only has a small road frontage taken, compared with its neighbours which have their entire property taken.)

I imagine that there will be many such properties along the entire length of the proposed BRT as planned in NoR 2 also, where the BRT alignment moves to the Northern side of Puhinui Road to avoid Puhinui School.

#### Uncertain future zoning

Some maps in the NoR documentation show the PRCC Island zoned in a colour that is not shown in the legend.

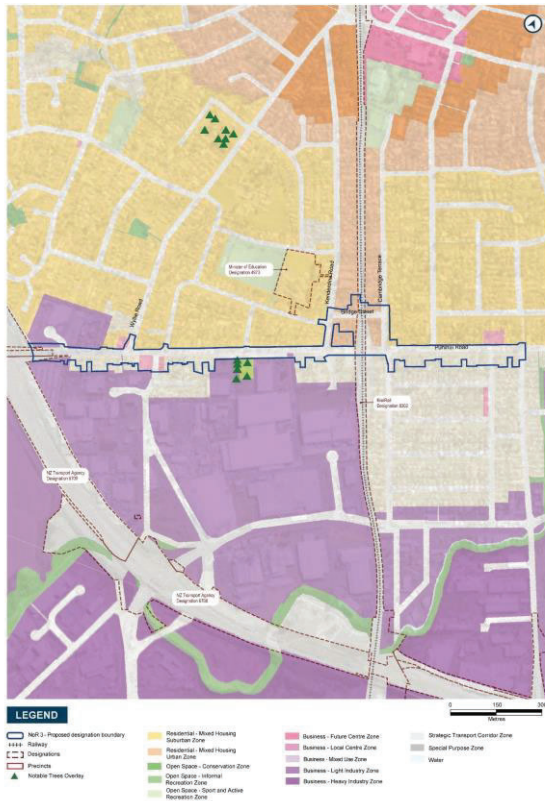
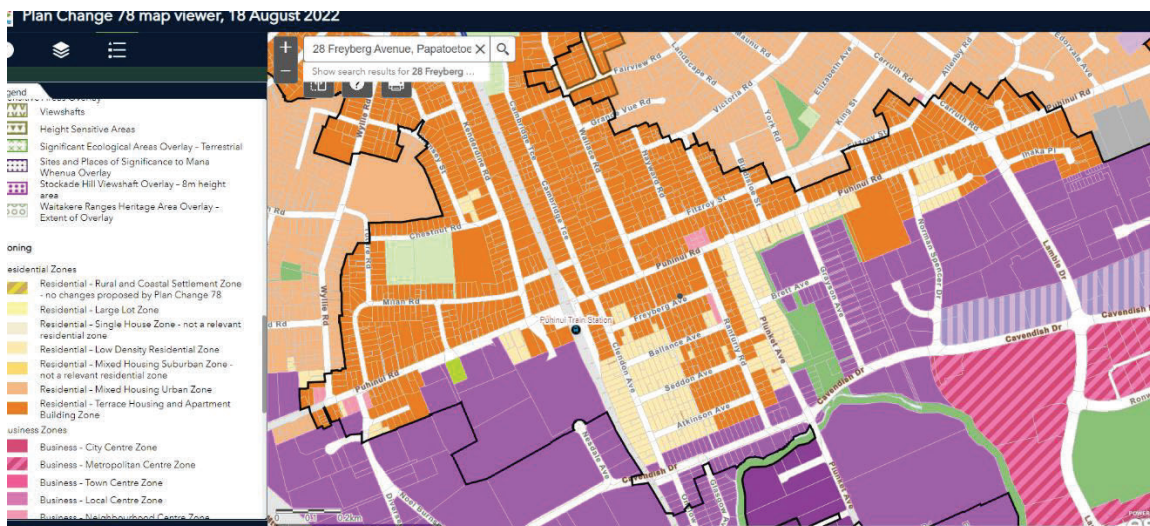


Figure 13, AEE. PRCC Island not zoned as anything?



AEE Figure 15: Application of the NPS:UD in the context of the Project (Plan Change 78 zoning forms the base map)

Noting this map was based on Plan Change 78, I looked up that plan change. Under that change, the PRCC Island land would be zoned as follows:



This further confuses the issue, given the impact of the airport HANA and MANA overlays.

This all leads to uncertainty – what is the future zoning of the land to be? I would like this to be clarified. Although the proposed BRT designation does not seek to alter the zoning, these maps have caused a degree of community upset and uncertainty. Some people in the PRCC

Island who are not directly affected by the proposed designation in terms of land acquisition, are wondering what the future of their own homes will be.

#### Residential re-development on Puhinui?

Something that concerns me on the map in Figure 15 is that it shows the land not used for the construction of the BRT on the Southern side of Puhinui Road, zoned for 'Mixed House Urban Zone – Modified by A2B Team'. Does this mean that any left-over land will be zoned for some sort of intensive residential use?

This concerns me for a couple of reasons.

First, the land could be redeveloped as open space as a ribbon park adjacent to the length of the road, linked in with the proposed walking and cycling paths. This would 'give back' to a community that has paid a high price for the connectivity of people living and working at Botany and the Airport.

Second, though I know the philosophy of developing high intensity residential land use near rapid transit stations is embedded in AC's and central government's plans, do we really, truly, want to rely on either the HANA or MANA Airport noise mitigation packages, or 'responsible developers' (ATNE p.x) to ensure the people living in such high density residential buildings are adequately protected from the noise, vibration and visual overlooking of a BRT bridge? If the land is zoned Mixed Use Urban Zone, and if this means people will be living in homes built on land left-over from the construction of the BRT, there need to be strict building *requirements* on developers, that are resolutely enforced by AC.

A Commercial Future?

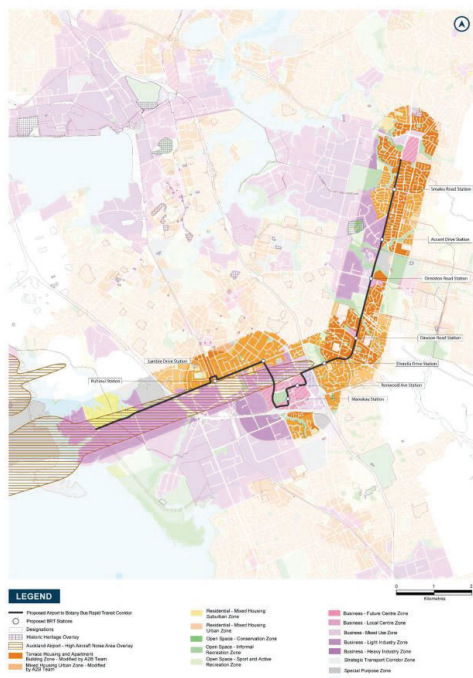
The SIA (p.50) notes that, “Those residential properties directly behind properties fronting Puhinui Road are likely to, over time, redevelop as commercial use being wholly impacted by the HANA.” This came as a surprise when I read it. Does this mean that the PRCC Island is actually planned future commercial? In some ways this makes sense, given that the proposed BRT effectively severs the PRCC Island from the rest of its Papatoetoe community. But, once again, if this is in the future plan, surely those homeowners should be given some idea of this in a manner that is clearer and more focused than being buried in a document amongst many other documents on a website?

Land similarly affected by removal of ‘buffer properties’

This submission, while it focusses on the PRCC Island land, is also relevant for any other properties along the entire length of the project, particularly elsewhere in NoR3 and NoR2. Properties in other sections of the project that lose their buffer when houses between them and the BRT route, will experience similar noise and visual impacts to those detailed above for the PRCC Island properties.

These land owners, too, have not been specifically identified and notified of the project or the proposed designation. They, too, should be better informed by the official organisations involved, and be eligible for compensation should the project go ahead – not merely appeased by low-noise road surfacing or limited use of buffer fencing.

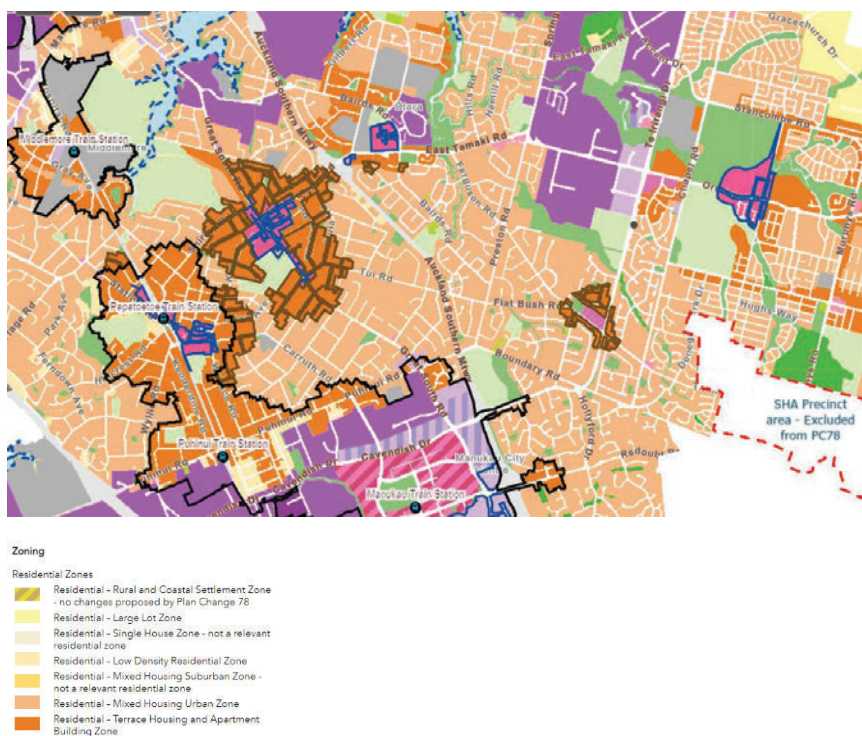
Te Iirangi Drive future rezoning



AEE Figure 15: Application of the NPS:UD in the context of the Project (Plan Change 78 zoning forms the base map)

Figure 15 in the AEE (above) notes that there is planned to be the bright orange ‘Terrace Housing and Apartment Building Zone (modified by A2B team)’ along much of Te Irirangi Drive. This map is, ostensibly, based on the Plan change 78 map. However, when looking at that map (screenshot below), it shows less intensive residential development along the length of Te Irirangi Drive.

This seems like a ‘build it and they will come’ philosophy, while not taking into proper account the impacts of either the BRT route or the intensified housing on the surrounding area. There is no guarantee that more intensive development will occur along this corridor or if, indeed, more intensive development zoning will be effected in the District Plan as it is currently subject to Plan Change 78. The zoning in Plan Change 78 is less intense than that proposed in Fig 15 as ‘modified by the A2B team’. Will there be another plan change from the A2B team that further intensifies future potential development over and above what is being requested by the NPS:UD?



Screenshot of Puhinui Road-Te Irirangi Drive area from Plan Change 78 maps site

**Seek recommendations:**

- AT to compensate residents of properties along the entire length of the BRT route that lose the buffer of houses currently sited between the affected properties and the proposed BRT infrastructure. Compensation to mitigate visual and noise impacts.
- AT/AC to clarify future zoning plans for the PRCC Island. Different parts of the NoR documentation suggest no zoning/intensified residential/commercial



- AT to re-design 'left over' land along the route that is designated but not used for the actual BRT or active mode infrastructure so it is used as a 'ribbon park' (see my other submission on this topic). AC to rezone left over land accordingly as Open Space.
- AT/AC to clarify future zoning plans for the rest of the proposed BRT route (e.g., Te Irirangi Drive) Different parts of the NoR documentation suggest uncertain plans for degree of intensification, not yet mandated in the district plan.

## Construction Effects

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

All NoRs for construction of BRT project. Some of the construction effects (e.g., noise, dust and vibration) will be significant. Not all mitigation measures mentioned in the documentation are sufficient.

### Reasons for Submission:

The NoR documentation notes that once detailed design has occurred, the construction phases of the project will vary between 3-6 years.

Some of the construction effects (e.g., noise, dust and vibration) will be significant. Three to six years is a *long* time. Some of the effects of road construction and maintenance along Puhinui Road (e.g., the Watercare Hunua water main, the construction of existing bus lanes) resulted in significant disruption. It became unpleasant to live in the area. But we always knew the time period would be relatively short. In neither case did it take *years*.

The Assessment of Environmental Effects (p.93) notes the noise of construction will be temporary. But temporary does not mean short.

Some of the noise effects are *significant*. Loud noise, significant vibration, etc.

There seem to be some mitigation measures in place, particularly for sensitive activities. There is the opportunity for short-term respite and relocation in certain circumstances. Reading the conditions for such relocation, suggests to me that it is going to be quite a difficult process to prove the need for such measures. Once again, our community is neither a highly literate nor litigious one. There are social, educational and economic barriers to effective involvement and self-advocacy.

I would like to see AT providing one-on-one assistance for applying for such mitigation measures (similar to the Friends of the Submitter programme, but locally based).

I would also like to see AT providing other support – for example, if a family needs to temporarily relocate due to the effects of construction, they should not be materially disadvantaged by things like the cost of taking their children to school from where they are staying outside the affected area.

Another example of AT providing other support could be temporary relocation to vacant office space where people work from home and their work days are disrupted by the effects of noise and vibration.

I would also appreciate AT, at the design stage of the project, carefully re-assessing the potential effects of noise, vibration, etc., and monitoring them during construction. I would

like to see more effort put into looking at alternatives to mitigate the effects, such as technology advances, rather than just looking at means such as limiting the operational time windows when active construction is taking place.

Once again, this is a high-needs community that is not used to interacting with big, powerful organisations such as AC and AT. I reflect on how differently a community such as Remuera might respond to such a transport proposal, with significant construction effects on properties for up to six years.

Our community is strong, but it is not immune to the effects of stress. I would hate to see issues such as domestic violence, anxiety and depression rates increasing in an already vulnerable area as a result of a transport project which will give that community negligible positive benefits in the future. Indeed, it is likely to be left with ongoing negative impacts (e.g., noise, dust, visual) even once the BRT is operational.

#### **Seek recommendations:**

- I would like to see AT providing one-on-one assistance for applying for mitigation measures such as relocation opportunities (similar to the Friends of the Submitter programme, but locally based).
- I would also like to see AT providing other, associated financial support – for example, if a family needs to temporarily relocate due to the effects of construction, they should not be materially disadvantaged by things like the cost of taking their children to school from where they are staying outside the affected area.
- I would like AT to provide support to those residents who work from home and are impacted by construction noise (e.g., temporary hire of vacant office spaces away from the affected area).
- I would also appreciate AT, at the design stage of the project, carefully re-assessing the potential effects of noise, vibration, etc., and monitoring them during construction. I would like to see more effort put into looking at other alternatives to mitigate the effects, such as technology advances, rather than just looking at means such as limiting the operational time windows when active construction is taking place.

## Effects on local roading network

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

All NoRs – effects of the proposal on local roads near the BRT route

### Reasons for Submission:

#### Traffic on streets surrounding the BRT route

The documentation for the BRT notes that there will be traffic impacts on surrounding streets that are in close proximity to Puhinui Road and other roadways along the length of the BRT. People will attempt to avoid the congestion caused by construction of the BRT on the main route, by driving in surrounding streets. The residents of these streets will not be accustomed to these volumes of traffic. AT needs to consider how to best manage this through road management practices on those roads, and mitigation of vehicle noise for residents of these streets.

In addition, as residents along the BRT will now only be able to turn left out of their driveways, they will have to drive on these surrounding streets to get to their destinations. The NoR documentation notes in a number of places, that having to turn left out of a driveway and go around the block to get to a destination will add approximately 2.5km to each journey. Assuming people would then return to their homes afterwards, this would add approximately 5km to each trip away from home. When considering this, and adding it all up, an effect of this aspect of the BRT proposal will be more vehicle kilometres travelled and, therefore, more pollution emitted from vehicles. It will also cost residents more over time in fuel and vehicle maintenance.

In order to mitigate these effects, AT should look at compensating for the extra cost to residents with financial compensation. It should also look at how it can mitigate the effect of the increased pollution that will be caused – for example, by using the left-over land that is acquired for the designation, as a ribbon park with plentiful tree planting to offset the increased emission of greenhouse gases caused as a result of the need for people to add 5km of vehicle use per return journey from their homes.

#### Noel Burnside Ave

I note that the current entrance to SH20 at the intersection of Puhinui Road and the state highway will be closed. The NoR documentation notes this will put added traffic onto Noel Burnside Ave. This is already an extremely busy street. The recent changes to the configuration of lanes in the vicinity of the Noel Burnside/Puhinui/Wyllie Road intersections have led to significant traffic delays as vehicles navigate a short length of Puhinui Road to get from Noel Burnside to Wyllie and vice-versa. This will only be exacerbated with Noel Burnside Ave becoming busier as the main way for cars to get to SH20 from the surrounding area.

This aspect of the roading design needs some detailed consideration and a re-look at the potential impacts and practicality of putting Noel Burnside Ave in this position as a major through-link.

#### Pedestrian linkages across BRT

Various maps in the NoR documentation show arrows where it is expected that there will be pedestrian access across the BRT (e.g., near Puhinui School, and the Puhinui Road shops at the end of Ranfurly Road). In the Assessment of Traffic Effects (p.91) 'cross walks' are mentioned. Elsewhere in the NoR documents, 'at grade' crossings are mentioned (i.e., underpasses or bridges).

I imagine that cross-walks will not help to achieve the rapid transit of buses if signalised pedestrian crossings are put in place. Underpasses are probably not ideal (both in terms of safety and the fact that Puhinui Road has a number of major services tunneled underground along its length, such as gas and water). Bridges for pedestrians will require the acquisition of more land than has been shown in the documentation. For example, near the Puhinui Road shops, if a pedestrian bridge is built at the location shown on the map, it would necessitate the removal of some of the shops to allow for a ramp or stairs to access such a bridge.

In the detailed design phase of the project, AT should work with the community to identify the best ways and locations to provide pedestrian linkages across the BRT route.

#### **Seek recommendations:**

- That AT put appropriate traffic management practices in place in surrounding streets to avoid them becoming 'rat races' due to construction of the BRT, and consider how best to mitigate the effects of increased traffic noise on residents of these streets
- That AT provide compensation to land-owners who will only be able to turn left out of their driveways along Puhinui Road as a result of the BRT route.
- That AT mitigate the effect of increased vehicle use by residents who have to drive around the block to overcome the fact they can only turn left out of their driveways, by planting trees. Ideally in a ribbon park created using left-over land acquired but not used for the purpose of the designation.
- That AT further consider and report back on the ongoing operational role of Noel Burnside Ave once the link from Puhinui Road to SH20 is removed.
- That AT assess and report in more detail on the proposed linkages for pedestrians across the BRT

## Engagement

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

Engagement with affected land owners in the lead-up to the lodgment of the NoRs has been poor.

Notification about the NoRs to affected and impacted land owners has been poor.

Communication during detailed design and construction phases needs to be done better than engagement carried out with residents to date.

### Reasons for Submission:

I realise that AT as the requiring authority didn't have to engage with the affected community prior to lodging the NoRs (S.36A RMA) but it is generally seen as good practice to do so. In my own experience as a planner at Auckland City Council (admittedly over twenty years ago now), it certainly makes it easier in the long run if you can bring a community along with you when planning a major planning or infrastructure project.

In the case of the Airport to Botany Rapid Transit project, AT and SG have made some attempts to engage. There are two weighty documents that outline their community engagement efforts (see Appendix A to this submission). However, when you dig down into the depths of these documents, to see what *actual* efforts were made to engage with the people likely to be *directly affected* by the route, the efforts were not satisfactory in my view.

I also realise that the engagement efforts of AT and SG will not 'make or break' the decision of whether the designations are approved. However, I'd like to think that what I say in this submission will be taken into account. It will definitely have had a major impact on the number of submissions received, and the understanding people have about the actual potential impacts of the project if constructed.

#### Engagement prior to lodging NoRs

Appendix A to this submission is my presentation to the Ōtara-Papatoetoe Local Board Meeting on 6 December 2022. It specifies the prior engagement that was carried out that specifically targetted people who might be directly impacted by the BRT designation.

Essentially, it boils down to:

- Unaddressed flyers dropped in letterboxes, delivered folded up in a bunch by the same people who drop off the unsolicited 'junk mail'
- Opportunities to talk to AT/SG staff at Manukau Westfield on two occasions and outside Papatoetoe New World on one occasion

- Letters addressed to residents in July 2022 which did not specify the scale or potential impact of the proposed route
- Letters to residents who are directly impacted by land acquisition either in whole or in part in August 2022 with an invitation to meet with SG staff
- Meetings with SG staff where owners of individual properties were told more about the potential impact on their land. For many, this was the first time they realised the extent of the impact to them personally. SG staff made it clear they could not give a map showing the entire route due to privacy reasons and that they could only talk to landowners about their own individual properties.

When we study the information sent to residents in the flyers, and even the information presented to local boards, the route shown was a generalised blue line along Puhinui Road, with absolutely no indication of the scale, including the plan to build a bridge to link with the Puhinui Train Station, and to realign the route to go through all the houses on the southern side of Puhinui Road from Clendon Ave on past Plunket. There was also no reference with the location of the blue line, to the impact on Kenderdine Road, Bridge Street and Cambridge Terrace. In addition, the only real route 'options' that people were asked to comment on in these flyers involved which streets within Manukau Central would have the BRT route. There were no clear opportunities that I can find information on where potentially impacted people were targeted to be invited to have *meaningful* input to which other routes (e.g., not using Puhinui Road at all) were being assessed.

We are also concerned that as the flyers were delivered, not in envelopes, and not individually addressed, they may well have gone un-noticed folded up in the 'junk mail' many of us put straight in the recycling bin.

When we drilled down into the type of consultation that occurred at the New World and Westfield Manukau information sessions, people were asked generalised questions designed to get standardised answers. They were offered the opportunity to write short comments and place them on maps with post-it notes. The route 'options' presented were few.

When we tried to get further information from SG staff about the other properties affected by the proposed route, we were continually rebuffed, with privacy issues cited. My husband and I went door-knocking up and down the street, trying not to look like we were selling vacuum cleaners, to see talk to other residents about the impact on their properties. We were floored to find that some people had not even received a letter, and thus were completely unaware of the project. (Including a property badly affected by the 2021 tornado – the old house was demolished and there is currently a brand-new two-storey home being built on the site at 182 Puhinui Road – you can imagine the shock and consternation of the land owner who was given consent to build on a property about to be affected by an acquisition under an NoR!)

It was not until late in the piece, after repeated requests from Arena Williams, our local MP, that AT/SG staff came to a meeting outside the Puhinui Train Station and unrolled a map so people could see the actual extent of the proposed NoR.

Digging into the engagement documents from AT/SG, I was surprised to see that residents associations in far-flung areas such as Wattle Downs, had been engaged with, but not the people likely to be directly affected by construction of the BRT route.

The SIA Appendix B, Summary of Engagement, mentions that there were interviews undertaken with stakeholders including private property owners. The document only notes conversations with one business owner from the shops adjacent to Ranfurly Road, and the opinion piece written for and published in the *NZ Herald* by Mr Ali Shakir who lives at the Botany end of the BRT corridor. The first section of the Summary notes that, "*Not all stakeholders were able to participate in the SIA or were able to complete the Social Impact Assessment Process.*" I would like to know how the particular stakeholders and groups were identified, and why, for the entirety of the route from the airport to Botany, only two 'private property owners' were interviewed.

The Summary goes on to say that "*We identified advocacy groups, social enterprises, and other groups representing community interests and business and community networks and contacted them.*" I would like to know if any were in the area most affected by property acquisition. The voluntary surveys carried out, and the meetings with groups noted in the Summary show *no* groups directly linked to the area most affected by property acquisition. The groups noted in the Summary were:

- *Chinese community in Botany Downs, Botany Junction, Flat Bush, Dannemora and Ormiston with a focus on older people and youth;*
- *The Fijian Indian community in Flat Bush, Ormiston, Clover Park and the Airport Precinct;*
- *The Pasifika community in Otara, Clover Park, Wiri, Flat Bush, Manukau City Centre and Ormiston, age groups 18-49; and*
- *Residents in the Flat Bush and Ormiston area.*

None of these groups are located or representative of people living in Papatōetoe, particularly Puhinui Road, or in the vicinity of land to be taken around Bridge Street. This does not seem like an SIA that was carried out with the intention of actually getting honest input from affected landowners.

Social Impact Assessment engagement interviews were carried out with the Puhinui Medical Centre and Puhinui School. These interviews were focussed very much on the impact of the project on business and access. Neither the school nor the medical centre are facing property acquisition. In addition, it is unclear *when* these conversations took place, and whether the true impact of expected housing intensification has been taken into account in discussions on, for example, expected roll growth in the future. In addition, were those at the school made fully aware of the extent of the BRT route and its infrastructure and the fact it will, essentially cut the school off geographically from most of its school community?

Near the end of the Summary of Engagement is a table (Table 2) which notes that approximately 85 of the 475 potentially affected landowners were met with. I would like to know how the 85 were contacted and met with. The only thing I can think of is that it is these land owners who responded to their letters of August 2022 inviting them to meet with



representatives of SG. These meetings were not true 'engagement' or part of a Social Impact Assessment – they were merely to inform land owners of what could be happening to their land, and of the designation process itself.

I am incensed at the low level of effective communication with land owners likely to be directly affected by the proposal. I try not to be squinty-eyed and cynical, but I'm sure a proposal as large as this would have been treated quite differently if it were to be planned in a more wealthy, educated area where people are more inclined to litigate.

That said, I once worked as a planner at Auckland City Council. If anyone here should have seen the extent of the proposal coming, it should have been me. But I didn't see it coming. The blue line on the flyers I took to mean some improvements to the bus lane that is already outside our house. Perhaps widening a metre or so to give a bit more space on the carriage way.

When we bought 172 Puhinui Road over 25 years ago, it had a road widening designation on it for a metre or so from the front of the property. This designation was lifted after the full construction of the Cavendish Drive through-route which was where most traffic, including freight vehicles, was expected to travel, leaving Puhinui Road more for local traffic. Since then, bus lanes have been created down Puhinui Road. They are a bit tight so you can imagine, then, when we saw the flyers with the blue line drawn on them, that we thought AT was re-considering minor road-widening such as was proposed when we first bought here, in order to give the bus lanes a little more space.

Even when we received our letter in August 2022 and made an appointment time to talk to SG representatives, I naively went along thinking, even though our whole property was cross-hatched on the map attached to the letter, that only a small sliver was likely to be needed to facilitate improved rapid bus transit via a widening of the bus lane. How wrong I was, and how shocked was I when, at the meeting, after sitting through the planners telling us about the need for improved public transport in the area, they said it was our *entire* property to be taken for the BRT route, and that there would be an enormous raised bridge going through where our house currently sits.

Going back to dissect those flyers, I still don't think even knowing what I know now, that the information that was contained in them gave a true and accurate reflection of the potential *scale* of the proposed BRT. The cynical part of me looks at the documentation and wonders if this was intentional all along.

I feel that I have failed my local community by not seeing this coming.

Page37 of the SIA notes that a reason for people in the area having poor knowledge of the project, is that as it has taken a long time to get to the notification of designations, many people have moved out of the area, and the newcomers don't know about the project. This may be the case, but I would also argue that most long-term residents have not known about the project either.



### Notification of NoRs

Now that we are at the stage of the NoRs being lodged and publically notified as open for submission, AT/AC have sent letters to directly affected land owners (those with properties to be acquired in full or in part if the designations go through).

Given that there are many others (especially in properties that adjoin those to be acquired, or on the other side of Puhinui Road from the properties to be acquired) who will also be massively impacted by the construction and operation of the BRT, I would like to know why these property owners did not also receive letters to notify them that submissions are open.

As mentioned in the SIA, this is a disadvantaged community with a high deprivation level. The formal method of notifying about the NoRs is not one that will readily see people who live here, getting involved and making submissions. Many are elderly. Many have English as a second language. Some have come from other countries as refugees. Some cannot read or write, certainly not to the level required to understand the NoR documents and respond to them. Many families here live pay-cheque to pay-cheque or rely on assistance from food banks to feed their kids. These people will not necessarily have access to the internet, devices, or printing. People who live here are not generally litigious.

I believe strongly that in areas such as this, there needs to be a better method of getting people involved in the process. Face-to-face meetings are needed, with more assistance than can be provided via Friends of the Submitter whose planning offices are based far away on the North Shore (many here I have spoken to are frightened to talk to the FoS as they see they are employed via AC and, therefore, may not be unbiased). I am unsure why a more locally based planning company was not used to provide FoS services to this community – where they could actually come out on the ground and meet with people who are not comfortable communicating via the phone, internet or the written word.

The statutory timeframe does not give people who are working full time much time to read, absorb and submit for a project of this scale, either.

I would not be at all surprised, if the designations go through and, eventually, construction begins, for some of our neighbourhood to be like Arthur Dent in *The Hitchhiker's Guide to the Galaxy* by Douglas Adams. Arthur came out of his house one morning in his dressing gown, to find the bulldozers ready to demolish his house (actually, the whole planet) to make way for a new hyperspace bypass. When he asked about what consultation had gone on for the project, he found that the documents had been available for viewing on another planet.

*"You hadn't exactly gone out of your way to call attention to them had you? I mean like actually telling anyone or anything."*

*"But the plans were on display . . ."*

*"On display? I eventually had to go down to the cellar to find them."*

*"That's the display department."*

*"With a flashlight."*

*"Ah, well, the lights had probably gone."*

*"So had the stairs."*

*"But look, you found the notice, didn't you?"*

*"Yes," said Arthur, "yes I did. It was on display in the bottom of a locked filing cabinet stuck in a disused lavatory with a sign on the door saying, 'Beware of the Leopard'."*

Please, Auckland Transport, Supporting Growth and Auckland Council, let's do better.

### Detailed Design and Construction Phases

The SIA outlines how, *"Ongoing engagement should continue during the planning stage of the Project to continue to maintain and build relationships with the community and provide an opportunity for those new to the area to find out about the project."* Given what I have written above, I don't think there are existing relationships to build on.

Indeed, page 52 of the SIA recommends that a Community and Stakeholder Engagement Strategy be developed for the project that includes, among other things, *"Maintaining the current good relationships between Auckland Transport and Waka Kotahi and the community, particularly directly affected landowners."* This is almost laughable given the poor engagement efforts that have been undertaken to date, despite the two impressive-looking engagement documents. I would challenge AT to find even one affected land owner who truly feels they have been effectively engaged with to date that the organization could say they have a 'current good relationship' with.

The SIA (p.52) suggests information about the project be available for the community, and in particular, affected land owners. The SIA suggests this be done via the AT website. For all the reasons noted above, such as low literacy, ESOL, etc., this is not going to be enough. There will need to be face-to-face meetings and get-togethers.

Please treat our community better than has been done to date with this project.

### **Seek recommendations:**

- That AT/AC communicate much more effectively with affected communities if the project goes ahead.
- That there be a more effective, locally-based 'Friends of the Submitter' type offer to assist people in the neighbourhood with the rest of the designation process (hearings, etc.)

- That not only land owners of properties to be acquired are communicated with, but other affected people too, such as those with properties adjacent to acquired properties
- That there be a dedicated team to work alongside the affected residents during detailed design and construction phases (face to face meetings, etc., not just information on a website).

**Appendix A to submission by Heather Haylock regarding  
Engagement for  
NoRs 1, 2, 3, 4a and 4b**

**Presentation to Ōtara-Papatoetoe Local Board Meeting**

**6 December 2022**

**Regarding Airport to Botany Rapid Transit Route**

## **Presentation to Ōtara-Papatoetoe Local Board Meeting**

**6 December 2022**

### **Regarding Airport to Botany Rapid Transit Route**

**by Heather Haylock**

I am speaking as one of a number of people who live and work along Puhinui Road, as well as others in Bridge Street, Kenderdine Road and Cambridge Terrace and people in the surrounding area, who are to be massively impacted by the proposed Airport to Botany Rapid Transit Route. Mr Kamlesh Rana will also be speaking at the meeting.

#### **Letters**

In July and August 2022, residents of affected properties received letters from Te Tupu Ngātahi Supporting Growth Group/Auckland Transport, advising that the preferred route for the Airport to Botany Rapid Transit Project would impact their properties. The August letter invited individual land owners to make an appointment for an interview with representatives from Supporting Growth. The letter also included site maps for individual properties to show the land expected to be required for the project.

#### **Meetings**

At the meetings, landowners for separate properties were ushered into rooms with two representatives from Supporting Growth/AT. This meant that no landowners met with other landowners, and different pairs of representatives spoke to different landowners.

After being told more about the overall rapid transit project and how it fits into overall plans for public transport in Auckland, landowners were able to discuss the impact on their individual properties.

Many of us were shocked at the extent of the land required. In some cases, it is our whole properties. In others, there are significant slices of land taken from the fronts of properties – in some cases, this would mean the transport routes are within a metre or two of existing front doors.

We were shocked at the extent of the proposed project. In none of the community 'consultation' (see 'Background Consultation' section below) had this been made clear. We had been lulled into a false sense of security, and led to think that the impact on this section of Puhinui Road might be limited to some extension of the existing bus lanes.

The Supporting Growth/AT reps explained the designation process. The plan is for a requirement for designation to be applied for by AT in December 2022, with an opportunity

for people to make submissions and appear at Auckland Council hearings in 2023. If the designation is approved by Council, it will go onto the District Plan maps.

The representatives said there are no plans to purchase properties under the Public Works Act until the project is closer to construction. Different residents were told different things by the various representatives. Some were told properties might be able to be bought in five years time, but most were told that as the project is some 10-15 years away, it would be unlikely that an offer would be made for properties for at least ten years.

Different landowners were also given mixed messages about what the purchase of their properties would mean – what 'market rates' paid for the properties actually means in practice. Many landowners do not want to sell, and have concerns about the fact that their land may be taken anyway, whether or not they wish to sell to AT.

When asked for a map of the route to show the true extent of the project, and the route, and the actual properties affected, the representatives told us that was not possible as it would be a breach of privacy – that they could only talk to individuals about their own properties. This seemed disingenuous; as a result, we have gone door-knocking and made announcements in social media to try to get in contact with as many affected people as we can so we can put together our own map of the route.

When we went door-knocking, it came to light that some residents did not even receive their letters, so had no idea about what was going on. In one case, a resident is currently building a new home in place of the one that was destroyed in last year's tornado. It seems almost unbelievable that consent was given for that building to go ahead in the knowledge that in 10-15 years it will be demolished to make way for the rapid transit route.

## **The proposal**

Despite generalised maps sent out over the past couple of years (see 'Background Consultation' below), at no point was the true scale of the project made clear. It appears that the route comes from the airport, along Puhinui Road, and is then bridged up over the top of the train tracks to link with the top floor of the new Puhinui Train Station. The bridge continues on down past Plunket Ave before the route returns to ground level (apparently a long approach is required on either side of the bridge to get the gradient needed for rapid transit vehicles). Because of the placement of the Puhinui Station, slightly to the south of Puhinui Road, the bridge will go directly through all the properties affected. Scale of the bridge can be seen on the following video: <https://youtu.be/iSeQIR7gzZM>

Not only will it impact the landowners of those properties that will be taken, but it will also impact those neighbours abutting the bridge (e.g., in Freyburg Avenue), leaving them with a bridge at the bottom of their backyards. These people have not been consulted with at all.

There is planned to be another station at the intersection of Puhinui Road and Lambie Drive, before the route travels along Lambie to get to the Manukau Train Station. After that it winds its way back towards Te Irirangi Drive where it continues to Botany Town Centre.



In addition, the plan is to widen the sections of Kenderdine, Bridge Street and Cambridge Terrace to allow better traffic flow for local traffic and buses, and walking and cycling. Nowhere in the background consultation maps was this suggested at all, so the project has come as a massive blow from left-field for those land owners.

### **Background 'consultation'**

After the interview meeting with the Supporting Growth/AT representatives, we spent some time trying to work out how such a massive project had got to this stage of development without us knowing.

We found reference to two documents which outline the community participation programme. *Southwest Gateway Programme Engagement Summary December 2017 to December 2018*, and *Southwest Gateway Programme Engagement Summary January to December 2019*. ([see end of this report for location of downloadable documents](#))

In summary, it appears that residents along the route will have received some flyers in the mail over the past few years, and had the opportunity to go and look at some posters in places such as Papatoetoe New World one evening, and Westfield Manukau on two dates.

There were presentations made to a number of local boards, including the Ōtara-Papatoetoe Local Board on 17 September 2018. (Airport-Botany 20 Connect Southern Local Boards presentation) ([see end of this report for location of downloadable document](#))

When we study the information sent to residents in the flyers, and even the information presented to local boards, the route was a generalised blue line along Puhinui Road, with absolutely no indication of the scale, including the plan to build a bridge to link with the Puhinui Train Station, and to realign the route to go through all the houses on the southern side of Puhinui Road from Clendon Ave on past Plunket. There was also no reference to the impact on Kenderdine Road, Bridge Street and Cambridge Terrace.

We are also concerned that as the flyers were delivered, not in envelopes, and not individually addressed, they may well have gone un-noticed in the 'junk mail' many of us put straight in the recycling bin.

When we dug down into the type of consultation that occurred at the New World and Westfield Manukau information sessions, people were asked generalised questions designed to get standardised answers. They were offered the opportunity to write short comments and place them on maps with post-it notes.

The two Engagement Summary documents are very thick and impressive-looking, but when you actually read them, there is a lot of repetition. Much fluff and not much substance. We were fascinated to read that groups such as residents groups in Wattle Downs, Weymouth and Alfirston (to name a few) were consulted with – while in the meantime, people whose actual properties would be taken by the project were not directly contacted at all.

In a shortened summary of the community engagement feedback that appeared in the letterbox, it states: *"We asked people what they thought of the preferred rapid transit route between the airport, Puhinui Station Interchange, Manukau and Botany. Of the 62 responses, 83% of people were in support of the preferred route."* This is misleading. The only 'options' referred to here were whether the route through Manukau City itself would go via the Manukau Train Station, or leave the station out and go along the adjacent road instead.

We consider that with a project of this extreme magnitude, more should have been done in the planning stages to involve the local community and landowners directly affected.

It feels to us as though the project has been pushed through underground, in a way whether intentional or not) that has misinformed those directly affected until the last possible moment when the designation was about to be applied for. This does not seem fair, equitable or democratic.

We are concerned that many people in our area will not have been able to access the information. There are many here for whom English is a second language. And many busy living from pay cheque to pay cheque to survive in these difficult pandemic times. These people will not have had an equal chance to participate in this process.

As our representatives to Council, we ask that the Ōtara-Papatoetoe Local Board supports the affected residents throughout the coming process.

### **Attempts to get further information**

At our individual meeting with the Supporting Growth/AT representatives, we asked about the business case that has been put together and, specifically, what other options were investigated. One we suggested was that rather than going through the residential area, why not take the rapid transit directly from the Puhinui Station to the Manukau Station along the corridor already developed for that purpose. We did not get a satisfactory answer to our question.

The representatives there seemed focussed on telling us about the designation process, and what would happen when our land is required.

We emailed Supporting Growth, asking for further information, but were told, once again, no further information could be provided to us about the actual route, citing privacy concerns for other land owners.

### **Local MP, Media**

Some of us have appeared in the *NZ Herald* and *Stuff* talking about the concerns. There are others further along the route near Botany Town Centre who have done the same.

We have also approached Arena Williams, our local Member of Parliament. She has been extremely helpful in trying to get further information from Auckland Transport. She has held a meeting for residents (some Local Board members also attended) and there is another meeting planned for Wednesday 30 November, where AT representatives will be in attendance.

### **Main concerns**

To summarise, some of the main concerns we have are:

#### Uncertainty

This project puts landowners in an untenable situation. They are in limbo. Some planned to stay in their homes until their deaths. Others planned to sell in the next few years.

Having a designation (or even a proposed designation) on a property means it will be difficult to sell. And until AT applies for and gets central government funding, it is our understanding they will not be looking to buy properties for the foreseeable future.

This uncertainty is putting people under incredible amounts of stress. We have heard reports of people being extremely upset, to the point of depression and anxiety attacks.

#### Property Value and liveability

Having a designation on a property affects its value. For those whose whole properties are planned to be taken in their entirety, it affects how much those properties can reach.

For those whose properties have a sizeable chunk taken away from the front of them, they will be left with a roadway very close to their front doors. This will impact their quality of life. In addition, in some cases, it will leave them with a tiny property footprint that will be incredibly hard to either develop or sell.

Another concern is that given the uncertainty, people may neglect to develop and maintain their properties in the meantime, in the knowledge that the houses will eventually be taken and demolished. This will then potentially have a negative impact in terms of property values for the area that may apply when and if AT gets the central government funding to buy the properties under the Public Works Act.

#### Fairness

The process seems very unfair and one-sided. It feels like AT has all the power and we have none.

#### Process

The consultation process to date has not been effective in letting people know about the project and its true scale and impact. It seems very wrong that those people most directly affected have not been contacted directly until almost the very last minute. (Indeed, some never received their letters at all.) It also seems wrong that those with properties adjoining

the proposed route have not been involved in the process either, as the project will have a massive impact on them and their property values too.

### Potential

In none of the documentation seen so far, has there been any mention of potential improvements to the public facilities in the affected area, to go along with the proposed rapid transit route itself. If the project does end up going ahead, it would be an opportunity for this area to have some extra investment in public facilities (e.g., pocket parks). If the large swathe of land is to be taken anyway, and developed with a rapid transit route and bridge, we would urge AT to ensure that some of that land is used as a buffer for neighbouring residents (e.g., along Freyburg Ave), and that it is landscaped appropriately. There is a dearth of parks in this Puhinui area, with the closest playground being at Sunnyside Reserve. With the residential intensification occurring in the area, there is a need for places for people to relax and play. Perhaps the negative outcome of a rapid transit route could be somewhat ameliorated by sensitive landscaping and investment in seating, playground equipment, plantings, etc.

### Equatability

We are not a flash area in comparison to many other parts of Auckland City. We are a strong community, however, with many people having lived here their whole lives (and some families have been here for generations). We do not have the financial ability to take this project to its legal conclusion (to the Environment Court) if necessary. We wonder if this type of project would have ever been proposed if it were in a more wealthy suburb of the city.

### **Local Board Involvement**

As our representatives to Council, we ask that the Ōtara-Papatoetoe Local Board support us in our efforts to raise awareness about this project and its impacts.

We ask that the Board require more detailed information from AT about the actual route, including properties affected (there may still be some people completely unaware their properties are affected if they did not receive their letters in the mail).

We also ask for continued support as the designation process is undertaken throughout 2023 and beyond.

### **Attachments**

1. *Southwest Gateway Programme Engagement Summary December 2017 to December 2018* <https://at.govt.nz/media/1981430/southwest-gateway-programme-summary-report.pdf> too large to attach here but available by scrolling down on the following website page: <https://at.govt.nz/projects-roadworks/airport-to-botany-rapid-transit>
2. *Southwest Gateway Programme Engagement Summary January to December 2019* <https://at.govt.nz/media/1983567/southwest-gateway-public-summary-report-sept>

[2020.pdf](#) too large to attach here but available by scrolling down on the following website page: <https://at.govt.nz/projects-roadworks/airport-to-botany-rapid-t-ransit>

3. *Airport-Botany 20 Connect Southern Local Boards 17 September 2018*

<https://www.scribd.com/document/393138223/2018-08-17-Southern-Local-Board-Cluster-Meeting-V2> or

<https://fyi.org.nz/request/8884/response/29778/attach/5/2018%2008%2017%20SouthernLocalBoard%20ClusterMeeting%20V2.pdf>

## Flood Hazard

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

All NoRs – effects of the proposal on flood hazard for properties near the BRT route

### Reasons for Submission:

The Assessment of Effects on the Environment (AEE) (pp. 91-92) notes that a '100 year flood' calculation is being used to in modelling to assess the impacts of flood hazard. It recommends that there be no increase in flood levels for existing authorized habitable floors that are already subject to flooding. It also notes there should be no more than a 10% average increased flood hazard for the main access to authorized habitable dwellings.

Given the recent catastrophic floods in the Auckland region and elsewhere this summer, along with the predicted ongoing changes to the climate including a greater frequency and severity of extreme natural events such as rain storms and floods, I think both AC and AT should look at whether the level of risk is acceptable to the community. At the design stage of the BRT project, AT can consider ways it can contribute to lessening flood hazard in the surrounding areas (e.g., by looking at the creation of a 'ribbon park' that would help absorb stormwater (see my other submissions on this topic) using land acquired for but not used for the BRT route infrastructure.

### Seek recommendations:

- That AT and AC reconsider the use of the '100 year flood' calculation and the no more than 10% increased flood hazard risk, and whether this level of risk is acceptable to the community given recent rainfall events and the potential for increased severity and frequency of extreme weather events in the future.
- That AT consider, at the design stage of the project, ways in which it can further reduce the flood hazard in areas surrounding the BRT route (e.g., stormwater soaked up in a 'ribbon park' created on unused acquired land.

## Land Acquisition

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

All NoRs – effects of the proposal on properties to be acquired either wholly or in part, near the BRT route

### Reasons for Submission:

The proposed BRT route, if it goes ahead, will require the acquisition of a large number of properties, either wholly or in part. This includes both residential and commercial/industrial zoned properties.

The acquisition will occur by means of the Public Works Act.

Affected land owners are confused. They are anxious. They are angry. They are sad.

At meetings with residential property owners at the Allenby Motel after letters were sent to landowners in August 2022, representatives from Supporting Growth (SG) were at pains to explain that the process would be carried out equitably and fairly. Terms such as ‘market value’ and ‘payments for moving house’ were used.

The fact remains that there are many people living along the route who do not want to move. Indeed, some will struggle to. There are people who have developed their sites into multi-generational homes, and vow to only ever ‘be carried out in a box’. Some people are in the situation of having reverse mortgages on their homes.

There is the concern, too, of ‘market rates’ and what a proposed designation on a property will do to those rates. People don’t know whether to sell early or to hold on. In any case, it is our understanding that AT doesn’t yet have the central government funding it requires for such an enormous transport building project (and significant land acquisition).

Residents have already had letters in the mail from property lawyers saying they can actually sell early if they want to, and that there is an obligation for AT to purchase the properties if they are hard to sell in the current market with a proposed designation hanging over them. This has confused people and given an added layer of anxiety and worry.

There are some who had been planning to move in the next few years (before the 10-15 year construction timeframe). They are now in limbo, not being able to sell privately (who would want to buy a property for a fair price with a designation on it?), but not yet being able to negotiate with AT about acquisition.

Those of us with properties to be acquired under the designation have been warned that there will be developers knocking on our doors to buy our properties at low prices so they can land bank and hold out for a higher price from AT close to the construction period. As

mentioned in my other submissions, this is an area where people are not always able to advocate effectively for themselves in such situations.

People we have heard of in other areas (e.g., residents affected by recent roading projects in Pakuranga) have had to fight hard to get more than the minimum value for their properties that was offered by AT and its valuers. Some people in affected properties along the BRT route, are likely to struggle with this part of the acquisition process. They will need independent support and guidance.

Some people are faced with the prospect of only part of their properties designated to be acquired. Many of them would prefer their properties be designated for acquisition in their entirety, as their properties will be either unlivable or unsellable with large chunks taken off the front for the project.

Others, who are not impacted directly by their properties being acquired, live in properties that are adjacent to designated ones. They, too, may well wish to leave the area to avoid the negative impacts of noise and vibration, etc. But they are now in a position where they will adjoin designated land, so their land value will be negatively impacted.

Sadly, the uncertainty caused since the letters of August 2022 has caused some members of our community to leave the area already. One young family we know has moved to another suburb. They have a four year old who was due to start soon as a new entrant at Puhinui School soon. But because they want certainty and continuity for their children throughout their school years, and for their kids to make friendships at primary school that continue through intermediate and high school, they have chosen to move and establish elsewhere. They were concerned that they may need to leave the area sometime when their kids are at intermediate or high school given the timeframes of the BRT project, and didn't want to take that risk. They are a loss to our community.

People need greater certainty than they have currently. To stay or to go? To sell sooner or hold out till the bulldozers are revving up? People don't know what to do. More support is going to be needed in the community to help people navigate the process and come to decisions they can live with.

#### **Seek recommendations:**

- That independent support mechanisms be put in place, funded by AT similar to 'Friend of the Submitter', to help those impacted by property acquisition to advocate for the best outcomes for themselves.



## Route and Station Options

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

Route options and station options chosen for entire length of BRT (covers NoR 1, 2, 3, 4a and 4b)

### Reasons for Submission:

#### 1. Project Objectives:

Form 18 and other documentation for the NoRs note that the *primary* project objective for the Notices of Requirement are to provide a bus and rapid transit corridor that connects the key destinations of

- Auckland Airport (from the Orrs Road boundary),
- Manukau City Centre and
- Botany Town Centre.

There is also the *second* objective of providing corridors for both public transport and active modes (walking and cycling).

#### Cars and freight vehicles:

It is notable that the continued efficient use of private cars for passengers, and efficient use of road vehicles for freight are not mentioned in the list of project objectives.

#### 2. Pūkaki Creek:

Also notable is that the section of the eventual route from the airport itself to Orrs road is not part of the study area or the sections covered by the NoRs. The Assessment of Environmental Effects (AEE) section 2.1.1 addresses this, noting that, *“Through the Eastern Access Agreement, it was agreed that the form of the bridge over Pūkaki Creek would remain as a two-lane bridge in perpetuity. This bridge is located to the West of Orrs Road and is a crucial element for the future connection of the Project to Auckland Airport.”*

Indeed, if the configuration of this bridge is not altered to make it wider, or an alternative bridge structure provided, none of the overall BRT project outcomes will be achievable. The end of the NoR will see enormous traffic jams as private cars and rapid transit buses try to navigate what is already a narrow, restrictive bridge.

It seems ludicrous to continue with the social anxiety and upset being caused to affected residents and business owners, and work involved for staff at AT, SG and AC, etc., in progressing the NoRs until there is a clearer indication that the bridge can be widened or another bridge structure built over the Pūkaki Creek.

### 3. Route Options considered:

Appendix A (Volume 2) of the AEE assesses alternatives to the chosen route. I refer to this document as the AoA (Assessment of Alternatives).

Page 2 of this document notes the process of looking at alternatives should be

- transparent, robust and clearly recorded so as to be understood by others.
- In addition, an ‘appropriate range of alternatives’ should be considered, and
- The extent of options considered should be proportional to the potential effects of the options.

A range of alternatives were, indeed, considered (e.g., the ‘initial options’ in Figure 8, p. 22). Some of the alternatives followed variations of the final route presented in the NoRs. Other options went further North towards Mangere, or further South towards SH20, or further East on Chapel Road.

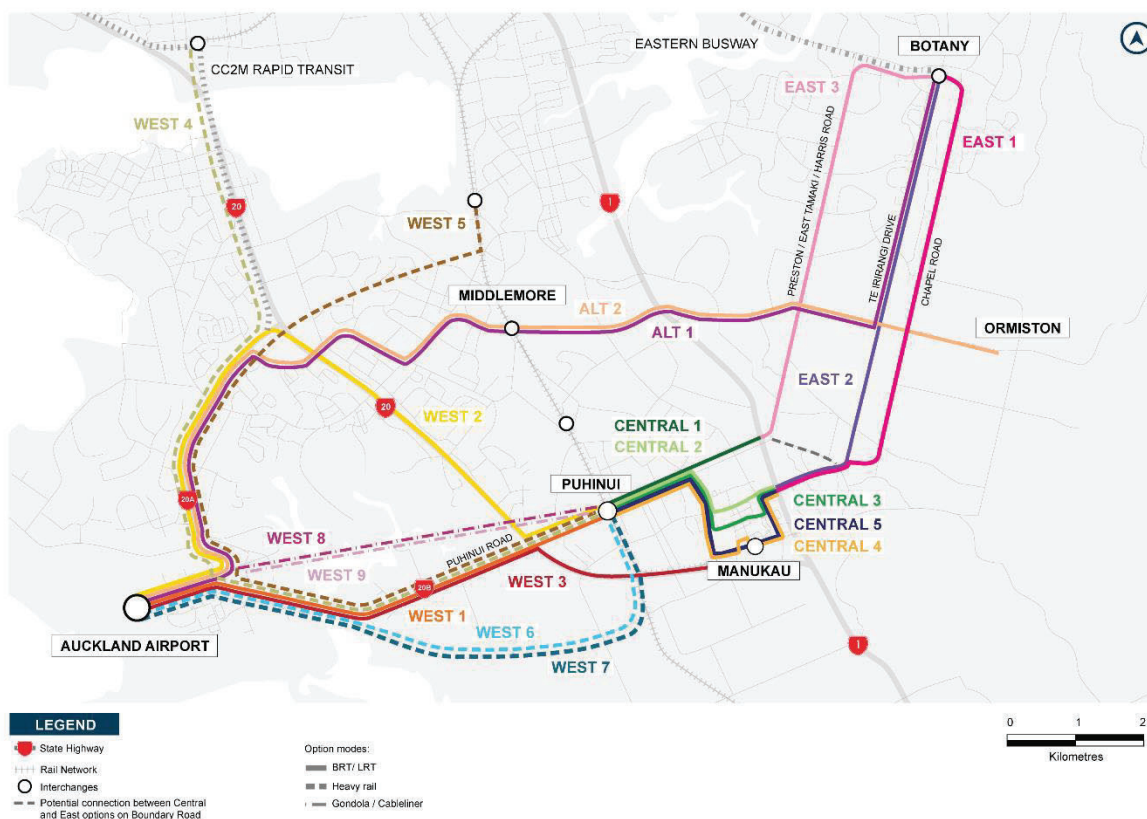


Fig 8 pg 22 Assessment of Alternatives

A shortlist was eventually chosen (map on p.66 AoA) which broadly follows Puhinui Road from Orrs Road along SH20b, over a new BRT bridge at Puhinui Station, continuing along Puhinui Road to Lambie Drive, along Lambie, winding around Hayman Park to Manukau Train Station, then winding through several tightly aligned streets in Manukau City Centre before continuing on directly to Botany Town Centre along Te Irirangi Drive.

Along that route, 12 stations (stops) have been identified where passengers can get on and off buses.

Different modes of transport were also considered as part of the process, with the final decision being rapid transit buses (electric, high frequency, large vehicles with plenty of room for passengers).

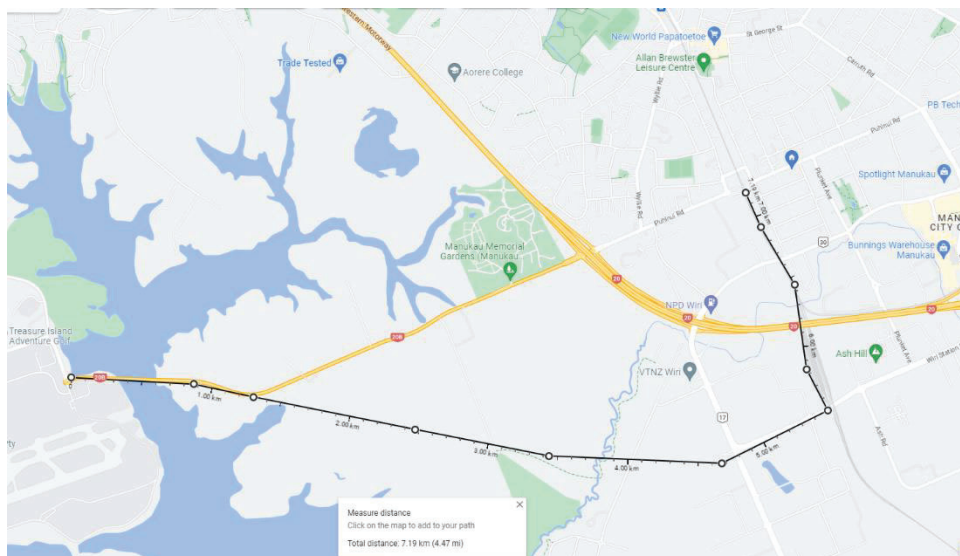
Concerns/Alternative options not in the documentation:

Going back to the primary objective of connecting the three centres – Airport, Manukau and Botany, the route chosen seems to have some significant ‘dog legs’ that will make the journey slower and less direct. In particular, the winding route around Hayman Park and back through Manukau City Centre, before finally reaching Te Irirangi Drive, appears unnecessarily convoluted.

I would like to know why some other options do not appear in the documentation to have been considered at all.

Airport-Puhinui Station

As there are no planned stations/stops between the Airport and Puhinui Station, why does the route go down SH20b and the Western end of Puhinui Road to reach Puhinui Station? Could it not have been aligned in the vicinity of the West 6/West 7 original options?



Indicative map of route West 6 or 7 (as BRT rather than heavy rail)

I note those options were originally considered as part of a heavy rail option, but I see no reason that a BRT route could not have been considered along that alignment instead, going through what is primarily rural land or land being developed for industrial or commercial use in the vicinity of Prices Road, with the eastern end approaching Puhinui Station running beside the existing heavy rail line. Aligning a BRT along here would remove the necessity to disrupt a significant number of residential and commercial land owners along Puhinui Road. Yes, there would be alternative land owners to negotiate with, but these would be fewer in number and have less significant building infrastructure already in place.

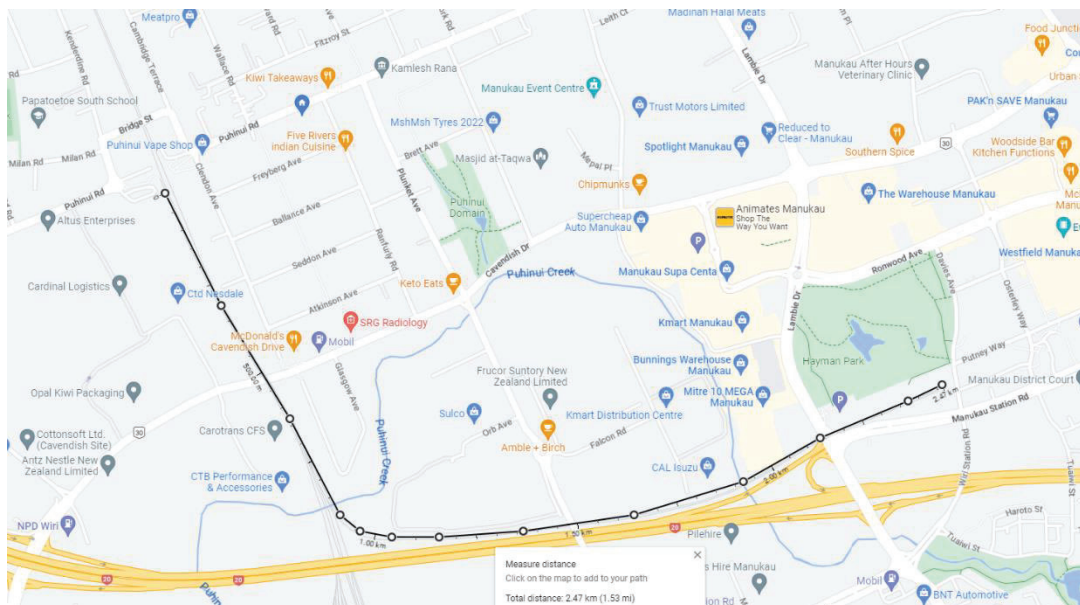
Puhinui Station-Manukau Station

I also question why the proposed BRT route continues from Puhinui Station along Puhinui Road via a significant, large, bridged structure, to a proposed new station at the intersection of Puhinui Road and Lambie Drive, then along Lambie and around Hayman Park to the Manukau Station.

This route will require the purchase of a significant number of existing residential dwellings or part thereof, as well as some commercial zoned land. It will leave remaining residents (an future residents if the area is intensified) living within the shadow and noise of a large bridge structure.

I am aware that going down this route, along with the addition of a station at Lambie Drive, may pick up some passengers who live within walking distance of this new station. However, there are questions about how many passengers would actually access this station, referred to in the documentation (e.g., Figure 16 on p.16 of the Assessment of Transport Effects) and it may be that a more direct (i.e., faster) route between Puhinui Station and Manukau Station exists.

I cannot find anywhere in the options documentation that shows an option has been considered of constructing a BRT route either alongside or instead of the heavy rail connection that has recently been completed to link the Puhinui and Manukau Stations.



Indicative direct route Puhinui Station to Manukau Station via BRT next to or instead of existing rail line spur

Going along this route directly links Puhinui Station to Manukau Station. It would, yes, mean that some people living in walking distance from the proposed Lambie Drive station would not be so close to a BRT station, but if the primary objective of the project is to link the Airport-Manukau-Botany centres, this may be a worthwhile trade-off. There are other non-structural options such as regular shuttle buses or vans to take people from this Lambie area (and others around Papatoetoe and elsewhere on the route) directly to either Puhinui or Manukau stations to catch the BRT vehicles to either the Airport or Botany.

### Manukau Station-Te Irirangi Drive

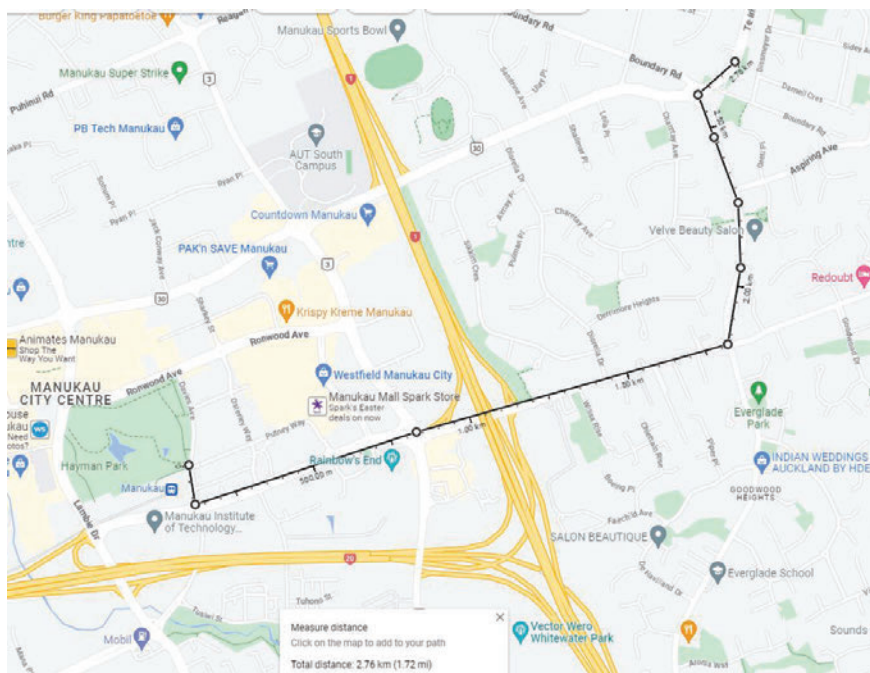
The dog-leg in the proposed route continues from Manukau Station along Davies Ave, winding along Ronwood Ave and Great South Road before turning sharp right to travel along Te Irirangi Drive for the remainder of the journey to Botany. The Social Impact Assessment (SIA) notes in Appendix B that Westfield Manukau is planning to develop its own public transport hub near Friendship House. The SIA notes Westfield asked that a bus stop be put on Ronwood Ave. I am unsure how this request for a bus stop has turned into an entire BRT station on Ronwood Ave in the NoR documents. I would like this explained to me.

If, once again, we go back to the primary objective of getting people from the Airport-Manukau-Botany, this dog-leg seems counter-productive, adding to the length, complexity and time of the journey, not to mention the significant portions of commercial land that will need to be taken to fit the BRT into a widened carriageway. In addition, (see Fig 16 of the ATE referred to in section 4 of my submission below) it appears that adding the Ronwood station onto the route will not significantly increase patronage compared with focusing efforts on the existing Puhinui and Manukau stations.

A much more direct route that I cannot see considered in the documentation that I could find, would be to take the BRT directly from the Manukau Station along Station Road, up Redoubt Road, down Hollyford Drive (which already has an extremely wide berm for its entire length that would mean no need for property acquisition) to link with Te Irirangi Drive.

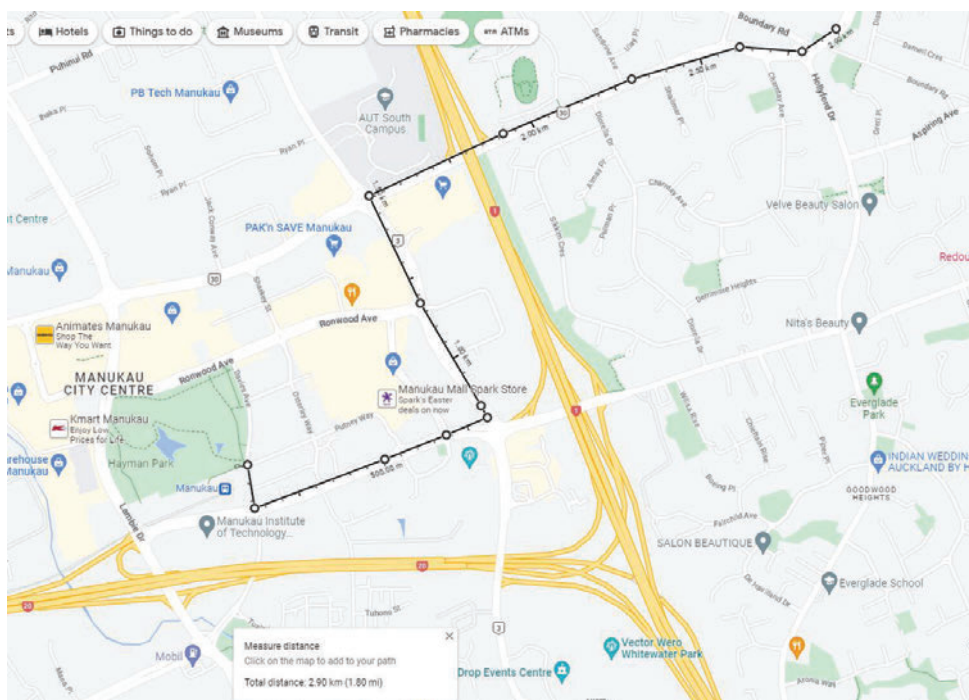
I am aware that in a number of the NoR documents, taking the BRT along Manukau Station Road and turning onto Great South Road to get to Te Irirangi was discounted as it would interfere too much with the Great South/Manukau Station/Redoubt Road intersection with car and freight traffic. This argument does not seem to have interfered with plans elsewhere on the route to interfere with traffic on existing road ways (e.g., Puhinui, Lambie, Davies, Ronwood, etc).

I would like this route to be investigated for its potential for the BRT, including the number of affected residential properties along Redoubt Road that may be affected, and the gradient of the road.



Potential more direct route Manukau Station to Te Irirangi Drive via Manukau Station and Redoubt Roads - Hollyford Drive

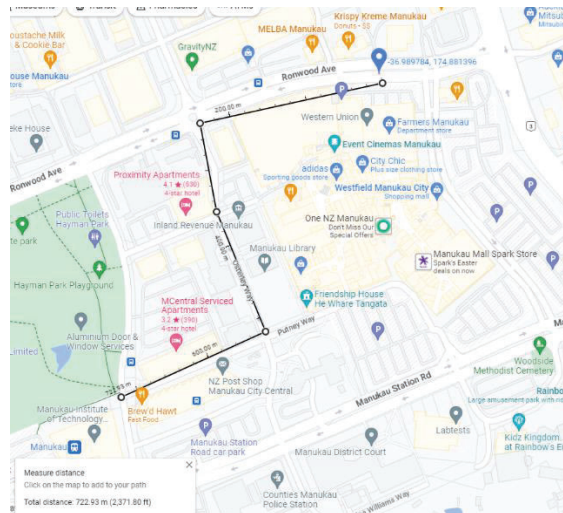
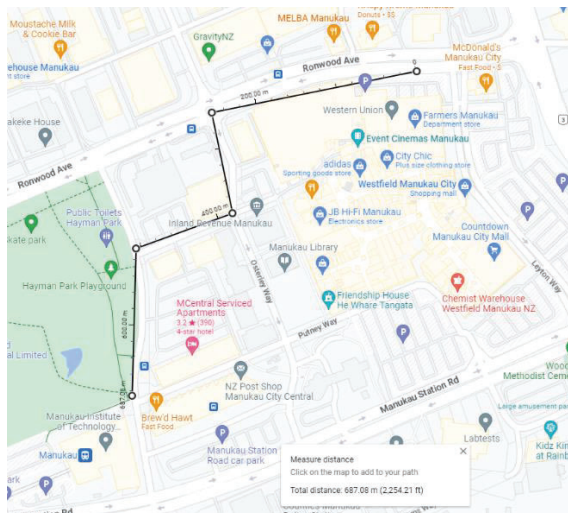
Another option could be going along Manukau Station Road, Great South Road and then to Te Irirangi Drive, to avoid the residential area along Redoubt Road along with the steep gradient of Redoubt Road to Hollyford Drive.



Potential more direct route Manukau Station to Te Irirangi Drive via Manukau Station and Great South Roads

While people closer to Ronwood Ave would not have a dedicated station there under these options, there is the shuttle bus/van idea noted above for the Lambie station catchment, and if walking infrastructure (e.g., covered ways) were improved in the Manukau City Centre streets, it is approximately 700m depending on the route taken, well within the 1km walking

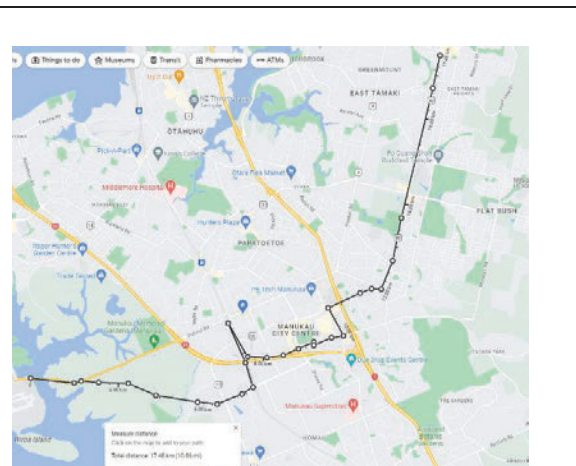
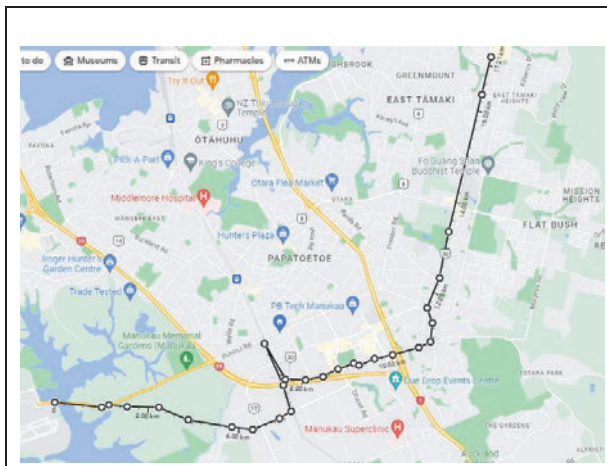
distance to a rapid transit station that is quoted elsewhere in the NoR documentation. (See appex. walking distances on maps below.)



Distances to walk from Ronwood Ave near Gt St Rd to Manukau Train Station

I would like AT to consider and let submitters know about these other options that do not seem to have been considered in the documentation. These other options would be

- more direct (avoiding the dog leg around Hayman Park/through Manukau City Centre)
- faster (with less stops)
- requiring the acquisition of fewer residential and commercial properties along the route.



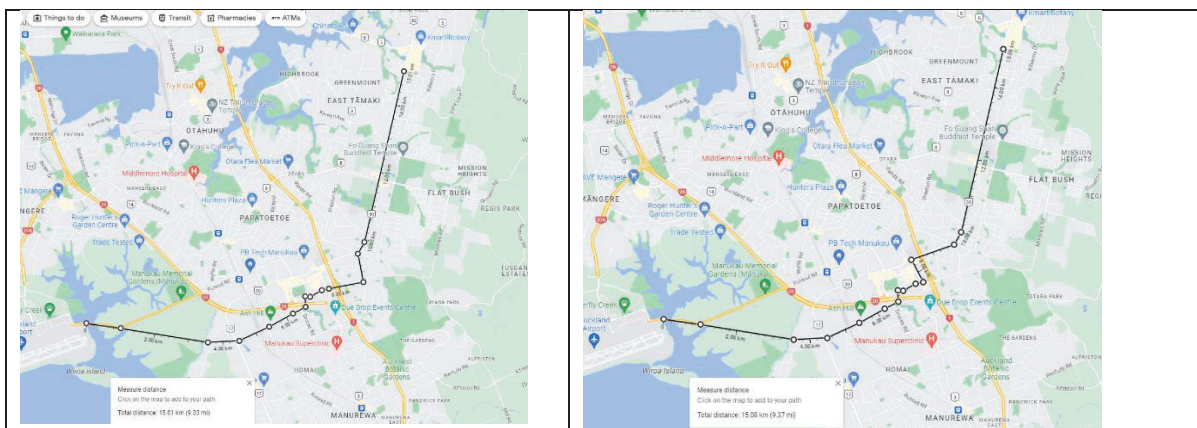
Two potential indicative alternative overall routes Airport-Manukau-Botany

Overall Route – role of Puhinui Station

When put on a map, the options I have requested be re-looked at have an obvious detour to the Puhinui Station (as does the proposed BRT in the NoRs).

Another option would be to not go through the new Puhinui Station at all. If the true main objective of the project were to link the Airport-Manukau-Botany route directly, this option would seem to directly achieve that objective. This would be another option for AT to report back on.

I imagine it would be unlikely to gain much political support given the huge amount of money that has been spent on building a very large station at Puhinui already it seems to the outside eye at least, to have been designed with the BRT bridge option firmly in mind. (The Puhinui Station’s location to the South of Puhinui Road alignment and the large verandah which has been designed to link with the proposed bridge.)



Two potential indicative alternative overall routes Airport-Manukau-Botany sans Puhinui Station

4. Station Options considered:

It appears from information in the Assessment of Traffic Effects (ATE) figure 16, which estimates daily boarding numbers at stations on the route in 2038, the expected numbers of passengers accessing the BRT by the Lambie Drive and Ronwood Ave BRT stations will be well below the expected numbers using other stations, notably the existing Puhinui and Manukau Stations.

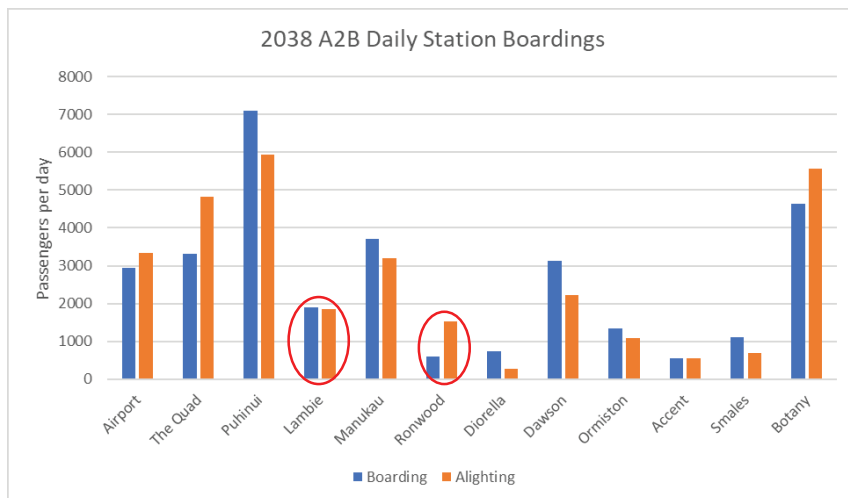


Fig 16 from ATE



This feeds into my questions about the need to take the BRT route via Puhinui Road, Lambie Drive, etc., with the dog-leg back down Davies and Ronwood Aves.

If the main objective of the project is to get people quickly and efficiently between the Airport-Manukau-Botany, the addition of smaller stations along the way such as Lambie and Ronwood seems to not directly support that objective.

(Note, too, that many of the other stations in Figure 16 above that are not associated with a shopping centre or existing major transit station, are also expecting very low daily boardings – e.g., Diorella, Accent and Smales. These stations should also be looked at again to determine whether they actually assist in achieving the main objective of getting people rapidly between the Airport and Botany.)

I also question why, in the plans shown in the NoR documentation, there are no stations located between Puhinui Station and the Airport, given the significant new development of commercial areas in the general area of Prices Road, etc.

#### Lambie Drive

The documentation, and time spent talking with AT and SG staff at meetings, seems to suggest that the main reason for going along Puhinui Road and having a station at Lambie Drive, is to provide people within walking distance of that station, the opportunity to get on and off the BRT. (With the added factor of encouraging high density 6-storey residential intensification around public transport stations.) This is mentioned in some of the documentation (e.g., p. 106 of the AoA). However, p. 107 of the document notes that the Lambie Station is a 'minor priority'.

I would like to see other, softer, non-hard-infrastructure options, researched and reported back to AC and the community. For example, frequent, rapid mini-shuttles that circulate from that Lambie-St George Street area, taking people to either the Puhinui or Manukau Stations to access the BRT.

#### Ronwood Ave

In relation to the proposed Ronwood Ave BRT station, I note (in Appendix B of the SIA) that Westfield Manukau has its own plans for expansion, including extending its current building footprint to cover the large existing open car park along the boundary with Great South Road, and developing its own public transport hub. This plan for a separate, new transport hub seems a little odd to me, given that so much resource has already gone into developing the new Manukau train station and the Manukau bus station right on the doorstep of Westfield Manukau. These relatively new bus and train stations are 700m or less from the furthest corner of the current Westfield building footprint where Farmers department store is. (Well within walking distance from the shops.) If resources were put into improving the walking and cycling surfaces leading from the shops to the bus and train stations (e.g., suitable wide shared paths, covered areas where required), it seems to me that the proposed Ronwood BRT station would be unnecessary.

I would like to see AT reconsider and explain more fully the reasoning behind the perceived need for a BRT station at the Ronwood location, given the close proximity of the existing bus and train stations to the Westfield shops. Is it something AT has agreed to in order to acquire support from Westfield Manukau given the significant disruption the construction of the proposed BRT will have on the commercial area noted in Appendix B of the SIA? I cannot see any other logical reason for locating a station at Ronwood Ave, despite having read through the documentation provided in the NoR.

#### Wyllie Road area potential station

Given the rationale for the station at Lambie Drive, which has largely been given as serving the residential catchment within walking distance of that station, why then, is there not a similar station to serve those in the Western part of Papatoetoe, in the region of the intersection of Wyllie Road with Puhinui Road? It would seem that people are required to make their way all the way to the Puhinui Station if they live anywhere near Wyllie Road/Pah Road etc., which seems to not be the same reasoning compared with the station being provided for those living in walking distance of Lambie Drive and the proposed station there.

#### SH20b Potential Station(s)

There is currently significant new development of land that was previously zoned rural, into commercial zoned properties. This is currently mainly occurring on the Southern side of SH20b in the vicinity of Prices Road. Given this commercial development, along with the fact that the Manukau Memorial Gardens are a significant destination, it seems bizarre to me that there are no BRT stops planned to serve this area of the route.

P.106 of the AoA assesses this commercial development area as being a low-density land use that does not warrant a BRT station. When talking to AT and SG staff, I was told that if people working in that area wanted to use the BRT, they would either have to get off at Puhinui Station and catch a bus or uber to work, or go all the way to the Airport, then catch a bus or uber back to work. This seems unlikely – people will just take their cars, adding to the congestion on the road network.

If the dog-leg around the Manukau City Centre with its added station goes ahead, with the delays traversing that area and the Ronwood station, why not allow a little more delay by adding in a station or stations in the vicinity of the Memorial Gardens and the new commercial zoned area near Prices Road?

#### 5. Hard Infrastructure/Mode Options:

Throughout the NoR documentation is the obvious desire to pursue a hard infrastructure approach to the perceived problem of there not currently being an effective, resilient, frequent, fast way for people to get between the Airport-Manukau-Botany. (e.g., AEE Appendix A 4.1.2.1 where non-infrastructure interventions are discounted in favour of new

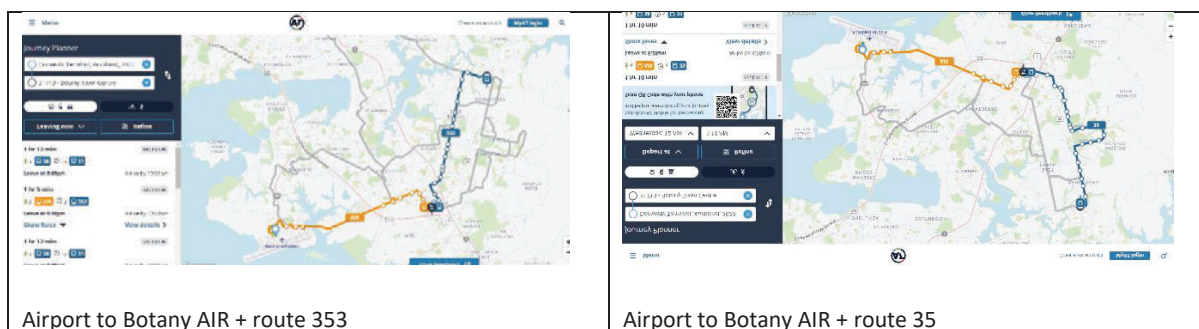
infrastructure as opportunities for the future. This seems to me, to be backwards – why not thoroughly investigate non-infrastructure interventions first (e.g., new bus routes, more frequent bus services) before embarking on costly, long-term, non-retractable infrastructure projects?

Hard Infrastructure for BRT

Section 1.3 of the AEE notes the current bus routes do not get people quickly enough from one end of the route to the other and that the area is not well-served currently by public transport. Appendix A of the AEE (the Assessment of Alternatives) section 4.1.2.1 concludes that hard infrastructure is the best option to solve the problem.

I went onto the AT Journey Planner site, to look at the current bus routes running between the Airport-Manukau-Botany.

The orange AIR bus runs frequently between the airport and Manukau bus station (adjacent to Manukau Train Station) along Puhinui and Lambie Drives. From Manukau bus station to Botany there are two main existing bus routes – the 353 bus that goes via Preston and Springs Road, and the 35 bus that goes via Chapel and Murphys Roads.



It is notable that neither of these existing bus routes between Manukau and Botany actually go via Te Irirangi Drive currently. Given that Te Irirangi Drive currently has a faster speed allowance (60kph) compared to most of Preston/Springs or Chapel/Murphy, we don't know how fast it could actually be to go by bus now if it were to go via Te Irirangi Drive. I would like to know the comparison between a bus travelling along Te Irirangi Drive between Manukau and Botany, and the current buses that go via either the 353 or the 35 route.

Te Irirangi Drive is the route for the proposed BRT. It already has a wide median which was designed with some form of rapid transit in mind. Current transit times include the slow speed bus route 353 or 35. If this section of the BRT were to be built on the median as suggested in the NoR, it may give enough of a boost to the speed of the Airport-Manukau-Botany link without the enormous disruption caused by the hard infrastructure proposed elsewhere on the route (e.g., Puhinui Road, the BRT bridge linking Puhinui Station, etc.)

I would like AT to research and report back on how long it will be expected to take to go by bus via Te Irirangi Drive both now and when the BRT would be expected to be built (10-15 years). At the moment we are comparing the time it takes to take a future BRT route

between Manukau and Botany, against how long it takes to go now via either the slower Preston/Springs or Chapel/Murphys, not via the faster Te Irirangi.

We need to be comparing apples with apples, and with the information contained in the NoR I am comparing apples with carrots.

It may be there is not as much need for a hard infrastructure approach for the entire length of the route (including the BRT bridge at Puhinui Station), if the Te Irirangi Road section were built first and bus schedules and routes were re-assessed and re-jigged, then the situation looked at again. However, understanding the need to protect/designate land ahead of time, I'd like to at least see some scenarios with the alternative route (no BRT bridge etc., at Puhinui Station, go via existing AIR bus from Airport to Manukau, then a BRT directly going along the median of Te Irirangi Drive) to compare the right fruit with the right fruit, not with a vegetable.

#### Mode Options and Public Transport Usage

This is not my area of expertise however; I would like to know how much research AT has done into the future of transport technology.

Will we still be using large scale buses in twenty years' time on fixed routes, or will there be other options? Things that come to mind are self-drive cars or mini vans that you can arrange to pick you up and drop you off exactly where you want to go. If this is the future of transport technology, will there be a need for large-scale infrastructure projects like the one planned for in the NoRs? Will we need to be planning for large buses to go along pre-determined routes? Or will we be looking at smaller-scale, more agile technologies and the opportunities that go with them?

I would like to see proof that AT has considered the future options and isn't just planning for current technology in a future world.

Living on Puhinui Road, with my office where I work from home with a window looking directly across the road to an AIR bus stop, I get to see the frequent orange AIR buses passing by. I would say that 99% of the time, they have, at most, three passengers on them. Often they go by with no passengers at all – just a driver. This does give me pause to wonder how much the proposed BRT will actually be used.

If we go to the airport we use the AIR bus, and can confirm that more passengers use it between the airport and Puhinui Station than they do between Puhinui Station and Manukau Station. Our daughter attends university at the Auckland University South Campus on Osterley Way. She often takes the AIR bus to and from her lectures. She calls it her 'personal uber' as she is generally the only person on the bus, and it drops her almost outside our door.

I realise the proposed BRT isn't planned to be constructed for 10-15 years, but I really do wonder what 'push' factors will cause people to use the service over and above the 'pull' factor of a new, purpose-built, frequent rapid bus infrastructure.

I would like to see information from AT to know they have considered the current low patronage of sections of the AIR bus route, and how this will change with a new BRT system in place.

#### Seek recommendations:

- In relation to section 1 above, delay continued development of the NoRs until crucial decisions are made about the bridge (or an alternative bridge structure) over Pūkaki Creek.
- In relation to section 2 above, require AT to reconsider and research and report back on alternative routes specifically:
  - BRT route that goes from airport directly to Puhinui Station *not* using Puhinui Road, but instead in the area of the rejected West 6 and 7 routes + adjacent to existing train line South of Puhinui Station
  - BRT route on land adjacent to or currently used for the rail link from Puhinui Station to Manukau Station
  - BRT route without the dog-leg through Manukau City Centre – go directly from Manukau Station, to Great South Road, then up Te Irirangi, or up Redoubt to Hollyford down to Te Irirangi.
  - BRT route via the rejected West 6 and 7 routes, from Airport to Manukau and on to Botany without going via Puhinui Station at all
- In relation to section 3 above, and at the same time as reconsidering the need for the BRT route to follow Puhinui/Lambie/Hayman Park/Davies/Ronwood at all, require AT to reconsider, research and report back on the need for the BRT stations that appear to expect relatively low daily passenger boardings as shown in Fig 16 of the ATE including:
  - Lambie Drive
  - Ronwood Ave
  - Diorella, Accent and Smales
  - Also in relation to section 3 above, require AT to reconsider, research and report back on an additional station location between Puhinui Station and SH20 in the vicinity of the intersection of Wyllie Road with Puhinui Road to serve the residential area of western Papatōetoe that not within easy walking distance of Puhinui Station.
  - Also in relation to section 3 above, require AT to reconsider, research and report back on additional station locations between Puhinui Station and the Airport to serve the Manukau Memorial Gardens and the new commercial development occurring on the southern side of SH20b along the proposed BRT route.

- In relation to section 4 above, require AT to reconsider and research and report back on the necessity for this hard infrastructure as a response to the perceived problem.
  - This to include running scenarios of the time it takes to travel by bus now along Te Irirangi Drive from Manukau to Botany, and to trial existing AIR bus Airport-Manukau (no BRT bridge at Puhinui) with Te Irirangi median strip BRT to take passengers directly from Manukau Station to Botany via Te Irirangi Drive rather than on the current 353 or 35 routes.
  - To also include external research into future technologies and their impact on the value/appropriateness of the fixed-route BRT (e.g., self-drive cars/vans that are agile and able to go via any route)
  - To show how AT plans to increase patronage of the current poorly used AIR bus route between Puhinui Station and Manukau Station

## Surplus Designated Land Post-Construction

### Specific Parts of Designation:

NoR1, NoR2, NoR3, NoR4a and NoR4b

Land left-over after construction of BRT – submission on what that land will be used for after construction.

### Reasons for Submission:

If it goes ahead, the BRT will cause massive disruption to the local community. As shown in the Social Impact Assessment, the people who live in NoR 2 and 3 are already in a situation of social deprivation, economically they are not well off, with low household incomes, there are a lot of people renting short-term, it is a relatively transient population despite some people having lived in the area for many years. (In some cases, for generations.) In addition, the Puhinui/South Papatoetoe area is very poorly served with open space and areas for active recreation such as playgrounds. I have had discussions about this in past years with AC parks and community facilities staff who have confirmed this.

The BRT will, effectively, cut the community in half, North to South. There will be some formal road crossings provided, though the location and type of these is yet to be determined. Some may need to be bridged.

The community will need to absorb significant disruption during the construction of the route. The community will be left with a significant new transport route including a large, imposing BRT bridge structure traversing the area.

I am concerned in reading the various NoR documents (see my other submissions) that it appears the left-over land that has been designated and acquired will be used for residential activity after construction of the BRT. (See map in Figure 15 of the AEE.)

The map shows the land not used for the construction of the BRT on the Southern side of Puhinui Road in NoR3, zoned for 'Mixed House Urban Zone – Modified by A2B Team'. Does this mean that any left-over land will be zoned for some sort of intensive residential use? Left over land on the Northern side of Puhinui Road in the area of Puhinui School may also be in a similar situation.

Though I know the philosophy of developing high intensity residential land use near rapid transit stations is embedded in AC's and central government's plans, do we really, truly, want to rely on either the HANA or MANA Airport noise mitigation packages, or 'responsible developers' (Assessment of Traffic Noise Effects p.x) to ensure the people living in such high density residential buildings are adequately protected from the noise, vibration and visual over-looking of a BRT bridge? If the land is zoned Mixed Use Urban Zone, and if this means

people will be living in homes built on land left-over from the construction of the BRT, there need to be strict building *requirements* on developers, that are resolutely enforced by AC.

### Potential for Good

It seems to me, for a number of reasons, that a better way forward for the left-over land would be to rezone as open space and develop a high-quality 'ribbon park' the length of Puhinui Road, linked in with the proposed walking and cycling paths.

A ribbon of green space alongside the BRT could be interspersed with pocket parks, community gardens, basketball courts, and playgrounds. This would 'give back' to a community that has paid a high price for the connectivity of people living and working at Botany and the Airport.

Planting along the green ribbon would add to the visual amenity of the area post-construction, and could also go some way towards government commitments to mitigating the effects of climate change, and the Urban Forest Strategy.

It would also be likely to give 'brownie points' to AT/AC and be a way to bring the community alongside to support the overall BRT project. Engagement in and positivity about the A2B BRT project in the local area is not currently high. If the project were seen to leave something positive for the remaining community in its wake, I think this would go some way to ameliorating people's concerns and mitigating the effects of the BRT construction and operation.

It would help address the lack of public active open space areas in the vicinity, adding to people's health and well-being in what is a socially and economically deprived area. It would also encourage more people to use the walking and cycling aspects of the BRT project. It would mean more people walking and cycling in the area for fun and recreation, rather than just for getting from A to B.

It would also provide something of a green buffer for properties adjoining properties that are to be acquired for the construction of the BRT. Planting trees on the boundary, in particular, would help in some ways to mitigate the visual and noise impacts of the BRT.

### **Seek recommendations:**

- That any left-over designated land be rezoned as open space and developed as a high quality ribbon park with associated facilities along Puhinui Road, Te Irirangi Drive and elsewhere along the BRT route



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:473] Notice of Requirement online submission - Harvey Norman Properties NZ Limited and Harvey Norman Stores Pty NZ Limited  
**Date:** Tuesday, 11 April 2023 5:45:22 pm  
**Attachments:** [72 Cavendish Drive - HN Submission on A2B NoR2.pdf](#)  
[Attachment 1.pdf](#)

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

#### **Contact details**

Full name of submitter: Harvey Norman Properties NZ Limited and Harvey Norman Stores Pty NZ Limited

Organisation name: Harvey Norman Properties NZ Limited and Harvey Norman Stores Pty NZ Limited

Full name of your agent: Haines Planning Consultants Limited c/o Michael Treacy

Email address: [michael.treacy@hainesplanning.co.nz](mailto:michael.treacy@hainesplanning.co.nz)

Contact phone number: 098832031

Postal address:  
Level 10  
17 Albert Street  
Auckland City  
Auckland 1010

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Please refer to attached submission letter.

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

The reason for my or our views are:  
Please refer to attached submission letter.

I or we seek the following recommendation or decision from Auckland Council:  
Please refer to attached submission letter. In summary the submitter seeks the following relief: a. That NoR 2, as it relates to Lambie Drive between Cavendish Drive and Manukau Station Road, be refused in order to address the significant adverse effects of the NoR that are unable to be avoided, remedied, or mitigated; b. Any alternative relief of like effect; and c. Any consequential or incidental amendments necessary to achieve the relief sought.

Submission date: 11 April 2023

Supporting documents  
72 Cavendish Drive - HN Submission on A2B NoR2.pdf  
Attachment 1.pdf

#### **Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

# HAINES

## PLANNING

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### NOTICE OF REQUIREMENT BY AUCKLAND TRANSPORT FOR A NEW DESIGNATION OVER THE MANUKAU SUPA CENTA FOR THE AIRPORT TO BOTANY BUS RAPID TRANSIT PROJECT

### SUBMISSION BY HARVEY NORMAN PROPERTIES (N.Z.) LIMITED AND HARVEY NORMAN STORES PTY (N.Z.) LIMITED

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#### Introduction

1. This is a submission on the Notice of Requirement: Rongomai Park to Puhinui Station ("NoR 2") by Auckland Transport ("AT") for a new designation associated with the Airport to Botany Bus Rapid Transit ("BRT") Project as it relates to the Manukau Supa Centa Retail Complex ("the Site"<sup>1</sup>) under s168 of the Resource Management Act 1991.
2. The submission is made on behalf of Harvey Norman Properties (N.Z.) Limited and Harvey Norman Stores Pty (N.Z.) Limited ("the Submitter").
3. Harvey Norman ("HN") is a household name and a market leader in the retailing of electrical, computer, furniture, entertainment and bedding goods. It owns and operates large format retail ("LFR") centres, smaller outlets and warehouses throughout Australasia and internationally. Domestically, HN has a presence in all major urban and provincial centres.
4. HN supports in principle the BRT Project insofar as Auckland needs a robust public transport (bus) service and opportunities for walking and cycling. However, it is concerned that NoR 2 is unable to avoid, remedy or mitigate the Project's significant adverse effects on a regionally significant retail complex.

#### The Site

5. The Manukau Supa Centa Retail Complex is located on the western side of Lambie Drive, between Cavendish Drive and State Highway 20, in Manukau Central, covering an area of more than 16 hectares. The location and extent of the Site is shown in **Figure 1**.

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<sup>1</sup> The property addresses are: 33, 55, and 61 Lambie Drive, and 72 and 106 Cavendish Drive.

6. It offers over 30 stores ranging from fashion, lifestyle, technology and department stores, to café's and food and beverage activities. Stores are typically contained in large format buildings. These are generally arranged around the perimeter of the Site fronting large at-grade car parks, with most stores serviced from dedicated loading areas at their rear.
7. The Supa Centa is located at the western end of the Manukau Metropolitan Centre zone and serves as a retail anchor supporting the enclosed mall and smaller format stores at the eastern end of the Metropolitan Centre zone, with commercial activities and Hayman Park in between. The Supa Centa therefore performs a valuable function in terms of metropolitan centre placemaking.



**Figure 1:** Location of the Manukau Supa Centa Retail Complex within the wider Manukau Metropolitan Centre.

8. The HN store occupies a central location within the overall complex. HN has rights of access across common property car parking areas, manoeuvring areas and access aisles within the Supa Centa and relies on these to support the Store's operational and trading functions. These common areas are located at 72 Cavendish Drive, the extent of which is illustrated in **Figure 2**.
9. There are several vehicle access points to the Site from both Cavendish Drive and Lambie Drive. These link to an internal street network providing access to the various car parking locations and stores throughout the Site. The central access to the main car park is from Lambie Drive where there is currently a roundabout intersection with Ronwood Avenue. There are also two very important left-turn entry and right-turn exit

crossings off Lambie Drive in the north-east corner of the Site which support large delivery trucks servicing the Site.



**Figure 2:** Location of the HN store (outlined in red) and common property parking and access locations at 72 Cavendish Drive (outlined in blue).

10. The Supa Centa’s traffic and transportation characteristics are notable insofar as its trade is based around:
  - a. Car-based journeys; and
  - b. Reliance on large (including articulated) HGV’s for servicing of the LFR stores with bulky goods items.

The current layout of the Supa Centa, its existing ingress and egress points and its back of house servicing areas all contribute to the efficient use of this Metropolitan Centre-zone land.

11. It is these arrangements, together with a strong emphasis on landscape planting, including generous front yards, which causes this established Site to be a busy and popular centre drawing customers from the southern and central sub-regions of Auckland.

12. Vehicular interconnectivity between the Site and the properties to the south provide for the wider retail complex, which includes VTNZ, Warehouse Stationery, Kmart, Bunnings, Mitre 10 Mega and various food and beverage outlets. In combination with the Supa Centa, this wider landholding is home to most of the large format and trade base retail banners within New Zealand. No other retail complex within Auckland's metropolitan area provides for such a mixture of retail operators within a single location, making it not only unique but also a regionally significant complex.
13. In summary, the Manukau Supa Centa was established approximately 25 years ago, with HN being one of the first to commence trading. The Supa Centa was one of the first master-planned LFR parks to be established in New Zealand. It remains to this day one of the larger centres of its kind in New Zealand.
14. The Supa Centa supports the social and economic well-being of the wider community by attracting customers from across an extensive catchment, offering a range of merchandise categories within a variety of co-located stores. This enables customers to "cross-shop" between stores and to compare the quality, style and price of products on offer. The "power" of this form of retail attraction explains why such centres are sometimes described as "power centres" in other jurisdictions.

### **Airport to Botany BRT Project**

15. The Airport to Botany BRT Project proposes an 18 km, dedicated, high capacity, and frequent BRT corridor with walking and cycling facilities. The Project is intended to improve connections between the major centres of Botany, Manukau, Auckland Airport and their employment areas to existing and intensifying residential areas in southern and eastern Auckland.
16. Four new designations are proposed. NoR 2 proposes the widening of several existing roads to provide for the BRT and cycling and walking facilities from Rongomai Park to Puhinui Station. Of particular relevance to the Submitter is the proposed upgrade and widening of Lambie Drive to include a two-way rapid transit corridor and four-lane arterial road with separated active modes. A plan showing the extent of the proposed designation relative to 72 Cavendish Drive is illustrated in **Figure 3** and included as **Attachment 1**.
17. It is also proposed to convert the existing roundabout at the Ronwood Avenue / Lambie Drive intersection to traffic signals and remove two driveway crossings, a left-turn entry and right-turn exit, connecting with Lambie Drive.
18. NoR 2 was notified on 10 March 2023.



**Figure 3:** Extent of proposed designation as it relates to 72 Cavendish Drive<sup>2</sup>.

## Effects of the NoR and BRT Project

### Submission

19. The NoR proposes route protection to enable the future taking of approximately 4,498m<sup>2</sup> of land from the eastern landscaped road frontage of the Site. This is identified as being required predominantly for the construction of fill batter slopes to integrate the future transport corridor with the Site, as shown in **Figure 3** below. There are two large indentations in the NoR extent proposed in the location of the two existing vehicle crossings off Lambie Drive. AT has advised that this area is needed to re-level the new road corridor and enable upgraded access to the property. This portion of NoR 2 is therefore understood to be a temporary land take. However, the drawings show the existing ingress-only and egress-only vehicle crossings to Lambie Drive will be removed.

<sup>2</sup> In order to more fully understand the effects of the NoR on the wider Supa Centa retail complex, AT has been requested to provide the "site specific" NoR plans for proximate sites. This information is still awaited at the date of submission.



**Figure 3:** Portion of the 'General Arrangement Plan' as it relates to the Site. The pink dotted line refers to the proposed designation boundary. The green hatch is fill batter. Compromised truck loading areas are shown as red star.

20. The Proposal will also result in the removal of at least 52 car parking spaces along the Lambie Drive frontage, including two mobility spaces. The Assessment of Transport Effects report incorrectly states that these spaces are associated with office activities. These spaces are available for customers and staff of the various retail stores within the Supa Centa, with office activities being relatively minor. The loss of the car parking spaces in this location will put additional pressure on the remaining car parking spaces within the Site (and associated manoeuvring areas and aisles), especially during the busiest trading days. This could make it difficult for customers to find a parking space, with consequential trading losses for the Submitter and the Supa Centa generally.
21. There will also be construction-related effects associated with the works including access disruption from Lambie Drive, construction noise and vibration, and potential parking of construction vehicles within the car park. The construction duration is reportedly estimated to be 4-6 years. These additional effects will also adversely impact the operation of, and trade within, the Supa Centa.
22. The NoR also adversely affects the existing "service lane" which extends around the perimeter of the Supa Centa between Lambie Drive and the eastern row of LFR



- buildings. This will have consequential effects on traffic movements and access within the wider retail centre.
23. Figure 3 identifies the separate loading and manoeuvring areas used by HGV's servicing three of the largest stores in the Supa Centa, these being Rebel Sport, Briscoes, and Noel Leeming. The loss of such areas and any consequential need for "front door" servicing of stores by HGV's will give rise to potentially significant adverse safety effects on pedestrians and drivers of light vehicles within the Supa Centa.
24. The "ripple effect" of the proposed land take is of particular concern to the Submitter in respect of:
- a. HGV service vehicle arrangements and associated safety effects on users of the HN store, and Supa Centa generally;
  - b. Loss of a significant number of parking spaces for businesses that rely on car-based customer journeys;
  - c. Significant reduction in the Level of Service ("LOS") at peak commuter times arising from the replacement of the Lambie Drive / Ronwood Avenue roundabout with a signalised intersection.
25. With reference to item (c) above, the Submitter notes that the Assessment of Traffic Effects is based on "commuter peak" hours, which are not defined, and omits to assess effects of traffic during the retail trading peak hours that will be most affected by the BRT project.
26. The Assessment of Transport Effects states that the overall LOS of the Lambie Drive / Ronwood Avenue intersection will decrease significantly as a result of its conversion from a roundabout to traffic signals. It is assessed as dropping from LOS A to LOS D in the morning peak and LOS A to LOS F in the evening peak. There is also predicted to be a 34 second increase in delay and 90m increase in queue length in the morning peak and 109 second increase in delay and 355m increase in queue length in the evening peak. This represents a significant adverse effect on the Site and the wider retail complex.
27. Based on the above considerations, the Submitter therefore opposes the NoR in its entirety as it relates to 72 Cavendish Drive. In particular, the proposal to establish a "Bus Highway" through the heart of the Manukau Metropolitan Centre represents a failure on the part of the Requiring Authority to properly integrate its single-focus transportation planning proposals with the Metropolitan Centre zone context and long-established pattern of land use activities.

28. The Submitter states that, having regard to the above special circumstances, the NoR must therefore be removed from the Metropolitan Centre zone section of the BRT between Cavendish Drive and Manukau Station Road.
29. The Submitter further states that the NoR 2:
- a. Is contrary to the sustainable management purpose of the Act insofar as the NoR extent fails to properly consider the social and economic wellbeing of:
    - i. The Site's owners, occupiers, suppliers and customers whose interests are adversely affected by the proposed route protection and future land take; and
    - ii. Ratepayers and taxpayers whose funding of the BRT costs could be substantially reduced if the NoR is withdrawn or declined as set out in this submission.
  - b. Does not have particular regard to the efficient use and development of physical resources.
  - c. Is inconsistent with good resource management practice.

### **Relief Sought**

30. The Submitter seeks the following relief:
- a. That NoR 2, as it relates to Lambie Drive between Cavendish Drive and Manukau Station Road, be refused in order to address the significant adverse effects of the NoR that are unable to be avoided, remedied, or mitigated;
  - b. Any alternative relief of like effect; and
  - c. Any consequential or incidental amendments necessary to achieve the relief sought.

### **Procedural Matters**

31. The Submitter wishes to be heard in support of this submission.
32. The Submitter would consider presenting a joint case with any other party seeking similar relief.

33. The Submitter agrees to participate in mediation or other alternative dispute resolution and would be pleased to discuss the content of this submission with the Auckland Transport and Auckland Council staff.

---

Michael Treacy

**Date:** 11 April 2023

**Address for Service:** Harvey Norman Properties (N.Z.) Limited and Harvey Norman  
Stores Pty (N.Z.) Limited  
C/- Haines Planning Consultants Limited  
PO Box 90842  
Victoria Street West  
AUCKLAND 1142

Telephone: (09) 883 2031

Email: michael.treacy@hainesplanning.co.nz



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:474] Notice of Requirement online submission - Gordon Ikin as a trustee of Kotare Trust  
**Date:** Tuesday, 11 April 2023 6:15:08 pm

---

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

#### **Contact details**

Full name of submitter: Gordon Ikin as a trustee of Kotare Trust

Organisation name: Kotare Trust

Full name of your agent:

Email address: gordon@ikin.nz

Contact phone number: 021444525

Postal address:

PO Box 78-403

Grey Lynn

Auckland 1245

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

The designation of land on the corner of Lambie Drive and Cavendish Drive (partly 1/65 Cavendish Drive), a property that Kotare Trust is a partial owner of via Body Corp 112740.

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

The reason for my or our views are:

The designation of this land (being a portion of the property's Lambie Drive frontage) will adversely impact vehicle movements and car parking on the property.

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

That this piece of land is removed from the designation.

Submission date: 11 April 2023

#### **Attend a hearing**

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

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

Yes

#### **Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:475] Notice of Requirement online submission - David Gell  
**Date:** Tuesday, 11 April 2023 6:30:17 pm  
**Attachments:** [Mitre 10 Holdings A2B Submission.pdf](#)

---

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

**Contact details**

Full name of submitter: David Gell  
Organisation name: Mitre 10 Holdings Limited  
Full name of your agent: Paul Arnesen  
Email address: pa@planningfocus.co.nz  
Contact phone number: 02102221165  
Postal address:  
Level 5  
Tower 1  
Auckland  
Auckland 1142

**Submission details**

Name of requiring authority: Auckland Transport  
The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)  
The specific provisions that my submission relates to are:  
See attached  
Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.  
The reason for my or our views are:  
See attached  
I or we seek the following recommendation or decision from Auckland Council:  
See attached  
Submission date: 11 April 2023  
Supporting documents  
Mitre 10 Holdings A2B Submission.pdf

**Attend a hearing**

Do you wish to be heard in support of your submission? Yes  
Would you consider presenting a joint case at a hearing if others have made a similar submission?  
Yes

**Declaration**

I accept and agree that:

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

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

**Form 21 Submission on requirement for designation or heritage order or alteration of designation or heritage order that is subject to public notification or limited notification by a territorial authority**

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

**To:** Auckland Transport

**Name of submitter:** Mitre 10 Holdings Limited (**Mitre 10**)

This is a submission on a notice of requirement from Auckland Transport for a designation (the **NOR**) to:

- *Provide a bus rapid transit corridor that connects key destinations from Orrs Road (Auckland Airport boundary), with Manukau City Centre and Botany Town Centre.*
- *Enable the provision of public transport and active mode corridors in a matter that:*
  - *is safe for all transport users;*
  - *connects Orrs Road (Auckland Airport boundary), with Manukau City Centre and Botany Town Centre;*
  - *includes efficient, resilient and reliable dedicated public transport and active mode infrastructure;*
  - *contributes to mode shift by improving travel choice and access to key destinations along the corridors;*
  - *connects to existing and planned public transport stations;*
  - *integrates with the existing and planned future environment; and*
  - *recognises the future strategic function of the corridor.*

Located at: *along Te Irirangi Drive, Great South Road, Ronwood Avenue, Manukau Station Road, Lambie Drive, and Puhinui Road. West-running on Davies Avenue along the edge of Hayman Park*

Mitre 10 is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Without limitation, the specific parts of the notice of requirement that the Mitre 10 submission relates to are:

- the extent of the land take associated with the NOR as it affects land owned by Mitre 10; and
- the continued provision of vehicular and access to land owned by Mitre 10.

Mitre 10's submission is:

Mitre 10's Site

1. Mitre 10 owns the site at 61 Lambie Drive, Manukau Central (the **site**), on the corner of Lambie Drive and Manukau Station Road. The site is occupied by a Mitre 10 Mega store, and gains vehicular access onto Lambie Drive via an uncontrolled intersection (vehicle crossing), providing for all vehicle turning movements.



2. Under the Auckland Unitary Plan - Operative in Part (**AUPOP**) the site is zoned Business - Metropolitan Centre (**BMC**), which is a very enabling zoning allowing a broad spectrum of activities as 'permitted', and a building height of up to 72.5 metres. Restricted discretionary activity resource consent is required for new buildings, and the associated assessment criteria of the AUPOP concentrate on urban design, and encourage development to provide an 'active frontage' to the street.
3. Mitre 10 obtained consent to establish a block of retail units along the eastern (Lambie Drive) frontage of the site (reference 39288), which has since lapsed. Mitre 10 will soon be lodging a resource consent application to establish a semi-enclosed storage area in the metalled south-eastern corner of the site, due to space constraints at the existing store.
4. Mitre 10 recognises the potential of the BMC zoning of the site, and that the existing Mitre 10 store does not necessarily represent the 'highest and best' use of the site, or the type of development envisaged on the site under the BMC zoning. In the long term, Mitre 10 would like to explore a mixed-use development on the subject site, realising both the potential of the site and the outcomes anticipated by the BMC zoning.

#### The NOR

5. Mitre 10 supports the intent of the NOR to improve connectivity in Manukau, which will be an important factor in the long term transformation of Manukau to a full metropolitan centre as envisaged by the AUPOP.
6. As it affects 61 Lambie Drive, the NOR includes a land take of approximately 1,900m<sup>2</sup> along the eastern edge of the site fronting Lambie Drive. Figure 1 below is taken from the 'General Arrangement Plan' of the NOR. The property boundary of the site is on the eastern side of the area shaded green, and the extent of the NOR is denoted by the pink line. As shown in Figure 1, the NOR as it affects the site does not appear to be required for widening of the existing carriageway, but is to be used to provide a batter slope (shown in green) and residual land. Mitre 10 has been advised that the residual land is to be handed back following completion of construction works, though this does not appear to be specified in the NOR.

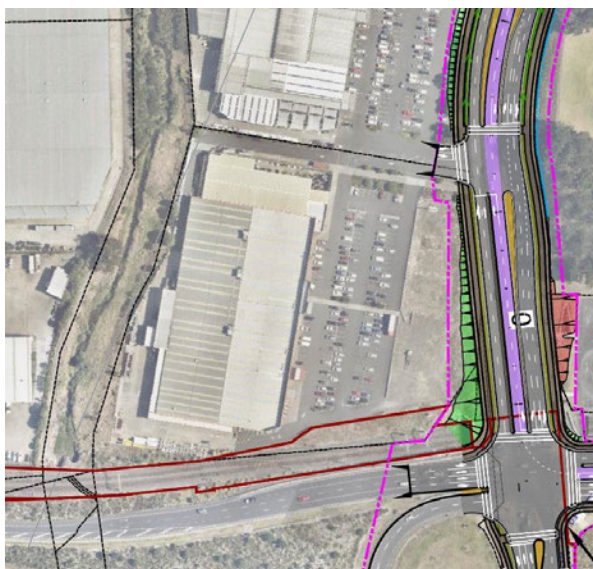


Figure 1: General Arrangement Plan

7. The NOR includes the provision of a signalised intersection at the existing site access (shared with the property to the north referenced 55 Lambie Drive). The signalised intersection will provide for full turning movements to and from the site.

Effects of the NOR

8. The NOR partially extends into the area that Mitre 10 intends to use as storage. However, more significantly, it potentially frustrates the ability to establish a mixed use development along the frontage of Lambie Drive.
9. Within the BMC zone, the AUPOP anticipates development to 'front' the street. Fronting the street is achieved by constructing buildings to the edge of the footpath at ground level, with glazed shop frontages abutting the street and apartment and/or office space above. As submitted, the NOR is disabling of this outcome, in providing for and protecting a batter slope supporting the road and residual land beyond, thus preventing the streetscape outcome promoted by the BMC zoning of the site. In the opinion of Mitre 10, such batter slopes are more suited to industrial and low density residential environments, and are inappropriate in metropolitan centres.
10. The NOR continues to provide all vehicular turning movements to and from the site, which are essential to the operations of the Mitre 10 store. As noted in the documents supporting the NOR, any restriction of movements at the existing crossing risks giving rise to illegal and/or unsafe turning movements at other locations on the road network.

Mitre 10 seeks the following recommendation or decision from the territorial authority:

- That the extent of the NOR as it affects 61 Lambie Drive be reduced such that the only part of the site affected by is that part of the site required to form a signalised intersection; or
- That the NOR be amended such that that it any land taken within the site will be temporary and for construction purposes only, except that land required for the establishment of the signalised intersection; and
- That it is made clear in the NoR that the requiring authority will make good all services and infrastructure serving the site that are affected by the works.

Mitre 10 wishes to be heard in support of its submission.

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

**Signature of submitter**



Date: 11 April 2023

Email: pa@planningfocus.co.nz  
Telephone: 0210 222 1165  
Postal address: PO Box 911361, Auckland 1142  
Contact person: Paul Arnesen

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:476] Notice of Requirement online submission - Phisan Charoenmongkhonwilai  
**Date:** Tuesday, 11 April 2023 6:45:09 pm

---

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

#### **Contact details**

Full name of submitter: Phisan Charoenmongkhonwilai

Organisation name:

Full name of your agent:

Email address: aungood@gmail.com

Contact phone number: 021428625

Postal address:  
53 Malaspina Place  
Papatoetoe  
Auckland 2025

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
related to the property of 3/146 Puhunui Road, Papatoetoe (Bus Rapid Transit-Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue)

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

The reason for my or our views are:  
It may affect our property and we are neutral.

I or we seek the following recommendation or decision from Auckland Council:  
We need to be informed at every step of decision-making.

Submission date: 11 April 2023

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
 Auckland Council  
 Level 24, 135 Albert Street  
 Private Bag 92300  
 Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

**Full Name or Name of Agent (if applicable)**

Mr/Mrs/Miss/Ms(Full Name) Mr Martyn Chalmers and Mrs Nurhayati Chalmers

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

**Address for service of Submitter**

84 Puhinui Road  
 Papatoetoe, Auckland 2104

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

**This is a submission on a notice of requirement:**

<b>By:</b> Name of Requiring Authority	Auckland Transport
<b>For:</b> A new designation or alteration to an existing designation	Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)

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

Our property at 84 Puhinui Road, Papatoetoe

**My submission is:**

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

**The reasons for my views are:**

On the attached PDF document

(continue on a separate sheet if necessary)

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

To reject the designation as it currently stands, and to request Auckland Transport Waka Kotahi NZ Transport Agency conduct genuine consultations with affected landowners & residents

On the attached PDF document

I wish to be heard in support of my submission

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

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

 04/11/2023

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

**Notes to person making submission:**

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

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

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

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

Auckland Council  
Private Bag 92300  
Auckland 1142

RE: Notice of Requirement 2.

Dear Sir/Madam

We live at an affected property: 84 Puhinui Road, Papatoetoe.

Property ID: 619854  
Title Number: NA1098/232  
Legal Description: Lot 17 DP 41167

I wish to initially state that we are **opposed** to this proposal.

The reasons for this are set out below.

## 1. The proposal.

1.1. For the record, we have no objection in principle to the idea of the Airport to Botany transit project. Having lived in the area (Papatoetoe) since 1978 & 1980 we are aware of the growth that has occurred in houses, traffic and people.

1.1.1. In fact, I remember when Te Irirangi Drive being constructed, and we have used it many times since it was constructed, being fully aware of the purpose for leaving the centre medium as grass for a future transit option. I was also aware that the whole purpose that the then Manukau City Council built the medium strip the way they did was that the palm trees would be sold to help offset the cost of building the rail route to Botany from Manukau. The only question we of course had was how they were going to get the rail from the Manukau City centre under or over the motorway. When the Manukau Branch was constructed for rail, I was somebody who was happy with that addition to the rail network as it gave the potential to extend under the motorway and come up on Te Irirangi Drive and run normal trains, like the electric multiple units (EMU) that we have now on the other parts of the network, direct to Botany.

1.2. However, as per below, while we are opposed to this project, we are not opposed to any project.

## 2. Our location.

2.1. Our property is located at 84 Puhinui Road, in Papatoetoe.

2.2. We have been aware that, since the property has been in our family since 1980, it was subject to losing a metre or two from the front if Puhinui Road was ever widened. Once Te Irirangi Drive was constructed and Cavendish Drive was connected to the South-Western Motorway, Puhinui Road was no longer needed and thus the designation was removed from all property records along the road. Based on this, the current proposal came as a shock to us.

### 3. Background – reasons for being opposed.

#### 3.1. Lack of consultation.

3.1.1. We believe that there has not been sufficient consultation with the affected community with regards to this project. When we learnt that community consultation had already taken place, I was as surprised as many of my neighbours were to discover this. I am careful to look out for things that may affect my property, let alone my wider neighbourhood. However, I learnt later that this had taken place as an addition to the consultation of the Lambie Drive and Puhinui Road bus lane proposal. We know that in our case we were in favour of these bus lanes and as such did not feel the need to attend. We were however unaware at the time that this was going to be the “only” in person consultation in relation to the Airport to Botany transit project that we are now submitting on. If we had been aware that this would have been our opportunity to submit, we would have gone along to discuss this to have our say.

#### 3.2. Given incorrect information.

3.2.1. When we received the first communication about the initial discussion with Auckland Transport/Waka Kotahi NZ Transport Agency (“AT/NZTA”) at the Allenby Park Hotel, I was informed, as above, that community consultation had taken place. This meant that I was no longer able to give feedback in relation to the proposal, and that all decisions had been taken. The meeting was nothing more than the project was a “fait accompli” that we were presented with. I have since learnt from my local member of parliament, Arena Williams MP, that this is incorrect and that proposals can still be made towards this project. I will elaborate on my proposal below.

### 4. Impacts

#### 4.1. Impact on our property.

4.1.1. According to “Form 18”, it is proposed that we will lose approximately 111 m<sup>2</sup> out of our total 921 m<sup>2</sup> (more or less). As a percentage, this is approximately 12% of our land area. While less than those who will lose everything, it is not an insufficient amount. This will bring the boundary line, which is currently approx. 12 metres away, up to approximately five metres from our front door.

4.1.2. This will also have an impact for us to access our property.

4.1.2.1. When the traffic lights were installed at the intersection of Carruth Rd/Lambie Dr with Puhinui Road, our driveway was moved from the eastern side (next to 82 Puhinui Rd) where it had been since the property was constructed to the western side (next to 86 Puhinui Rd). This was to give more space to make the left hand turn in from the intersection and to be safer in general.

4.1.2.2. With the decrease in front lawn/driveway space this will mean then that our driveway will basically be our entire front lawn area for access considering the side that it is currently located on, or it will have to resort back to the eastern side that is next to number 82 going back to a position that had previously been deemed unsafe and had been moved for that reason. Our garage is located on the eastern side of the property.

4.1.2.3. The result is that we can expect to have no front lawn at all if the driveway is maintained on the left for safety as the entire front lawn area will be taken up by



concrete and become an impervious surface which is not good, especially considering the recent weather events.

#### **4.2. Impact on community.**

4.2.1. AT/NZTA, when we first spoke with them, refused to tell me the full impact that this project would have on Puhinui Rd, and by extension other roads as well. This led me to erroneously being in support of the project initially as I thought the impact would be minor for most people, which is perhaps a metre or two off their front lawn. I was not expecting full sections to be marked for compulsory purchase as has transpired.

4.2.2. We are also concerned at the impact that this will have on the local school, especially as we were advised by AT/NZTA that we, along with others would be able to replace our single housing units with apartments up to six stories high by right. This is due to, in our case, the proximity to the proposed transit station, and for others, being within 800 metres of the transit route.

#### **4.3. Impact on water.**

4.3.1. Watercare has the Hunua 4 watermain running under Puhinui Road, from the intersection of Carruth Rd/Lambie Dr with Puhinui Road to Pukaki Creek near Auckland Airport. Our concern is that, as this was cut and cover in this area, is it deep and strong enough to sustain the traffic volumes/weights if this project proceeds.

### **5. What we would like to see next.**

#### **5.1. Proper/genuine consultation.**

5.1.1. We would like to see both AT/NZTA re-engage with the local community directly, door to door with residents if necessary. Genuinely talking with and listening to members of the area as we do have thought that should have been able to be considered. I will for example list my ideas below (just so that it is on the record as mentioned before having been told by AT/NZTA no changes can be made as everything is set in stone, I appreciate this opportunity).

#### **5.2. Changes to the existing plan.**

5.2.1. If the existing plan is going ahead, then this is the changes I would suggest for our area to make it work better. Please note that I have not discussed this with any other effected landowners.

5.2.2. Use the area that is currently taken up by numbers 80, 82, 84 and 86 Puhinui to create a proper transit station separate from the road. This would allow the current bus route 36 to utilise this facility as well and would give protection to pedestrians. Let's do it once and do it right.

5.2.3. *Please see appendix A for a diagram as to how this would look.*

### **6. Our proposal.**

6.1. However, my idea for Airport to Botany that I would have submitted on, and have for a long time thought a good way to accomplish the goals required is as follows:

- 6.1.1. The current Manukau Branch line should be extended through under the Westfield Shopping Centre, Great South Road and the Southern (SH1) motorway. This should then come out onto Te Irirangi Drive and continue through the centre of the road and the current grass medium.
- 6.1.2. Construct a rail line from the Puhinui station to the airport via the Southside of Puhinui Rd between the existing Puhinui Station and the Airport. Houses, shops, factories, et cetera are mostly set back and space has been left for this to happen. Those that have built past this, they would have to remove any building that is intruding into this area.
- 6.1.3. In relation to access for residents to either Manukau or Puhinui Stations, via Lambie Dr and Puhinui Rd. I would propose using trolley buses or similar, using overhead wires like we used to have in Auckland, be installed. This would give the positive impact of having an environmentally friendly and quiet mass transit option for locals in the area to get both to and from Manukau & Puhinui. This would also allow this to occur without requiring extensive capital works on the sides of the streets and all landowners could keep their existing properties as existing bus stops could be used. This would also mean then that trolley buses could access the station as the current airport link bus does, without requiring the new bridge to be constructed.
- 6.1.3.1. We could keep the existing battery powered buses; however batteries do not last as long as electric motors and thus would require changing more often.

- 6.2. What would this look like? Trains (current EMU's) would run therefore from Botany to the Airport direct, via the existing Manukau and Puhinui Stations, with new stops as needed along Te Irirangi Dr and a trolley bus service to connect the catchment in the Lambie Drive & Puhinui Road areas.

*6.2.1. Please see appendix b for maps as to how this would look.*

Thank you for the opportunity to make this submission and be able to give feedback. We request that we be able to speak to this submission at the hearing.

Regards,

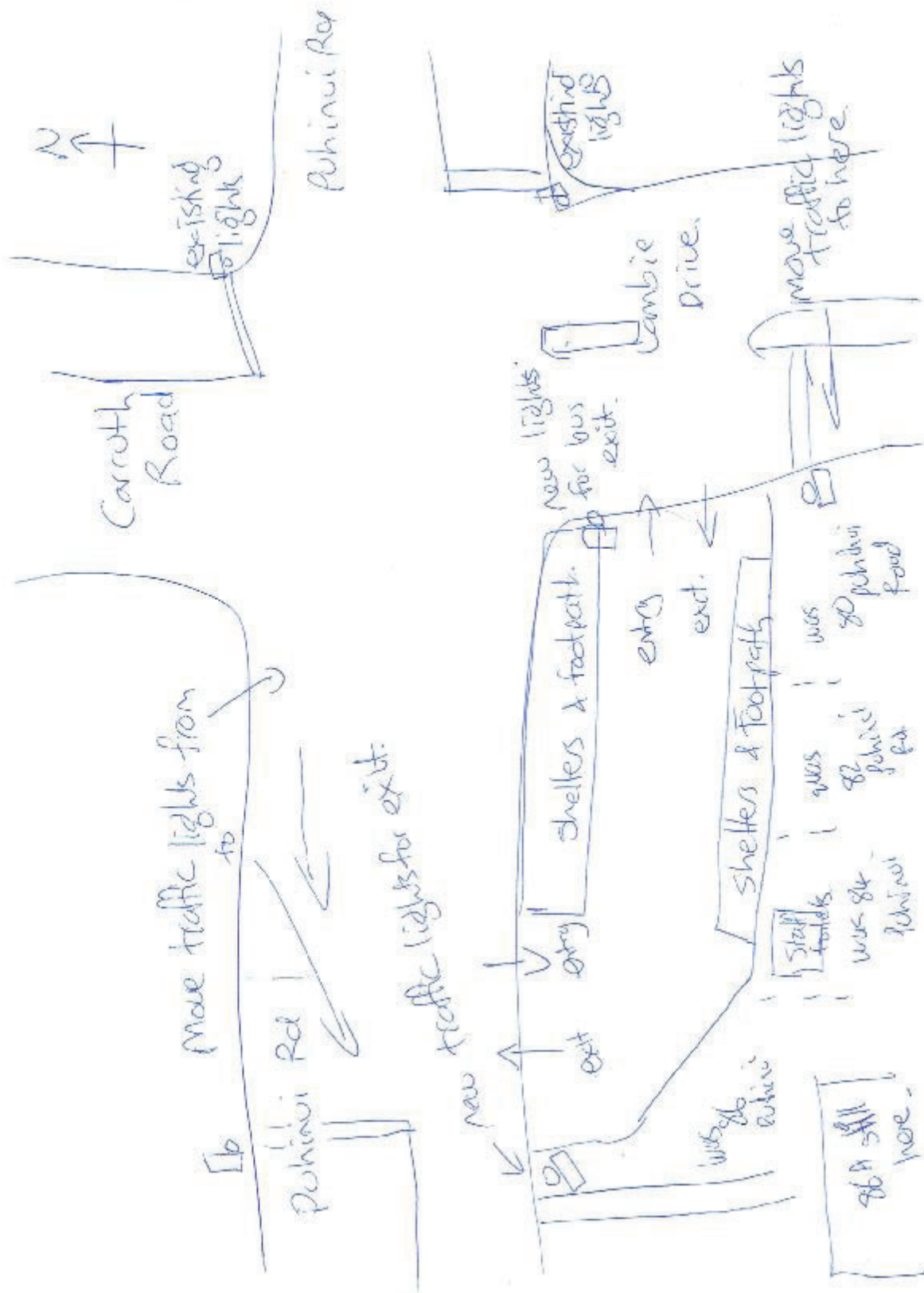


Martyn Chalmers



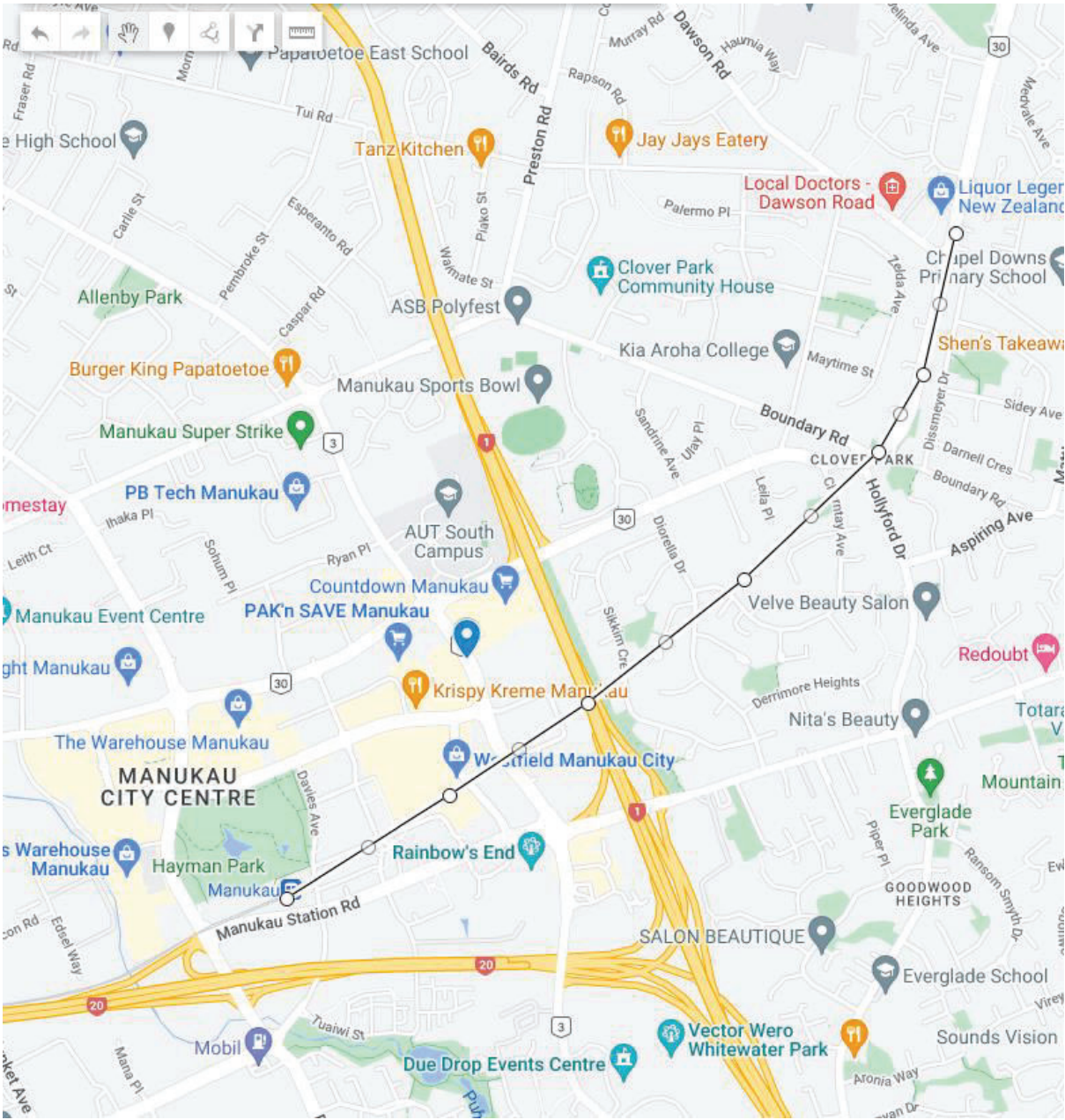
Nurhayati Chalmers

Appendix A



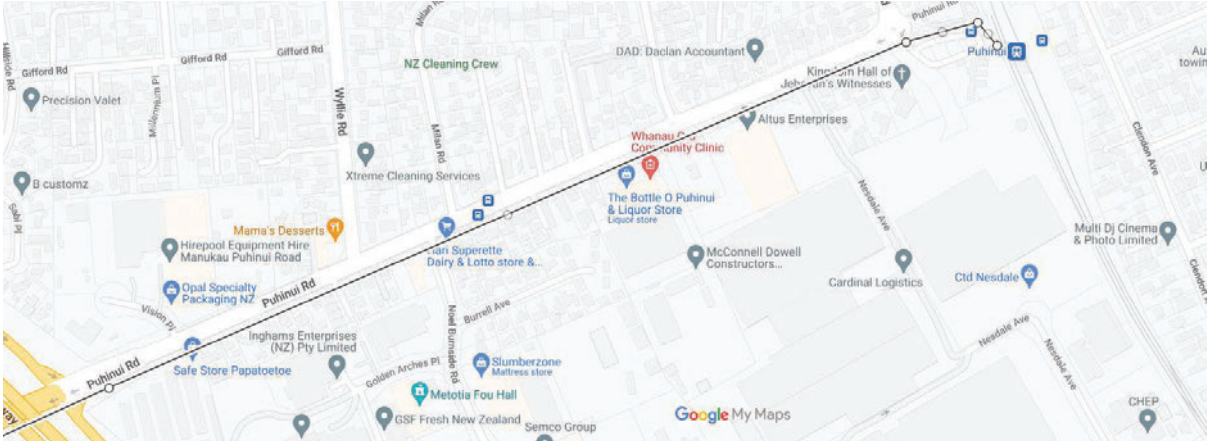
Appendix B

Proposed (underground) route from Manukau Station to Te Irirangi Dr



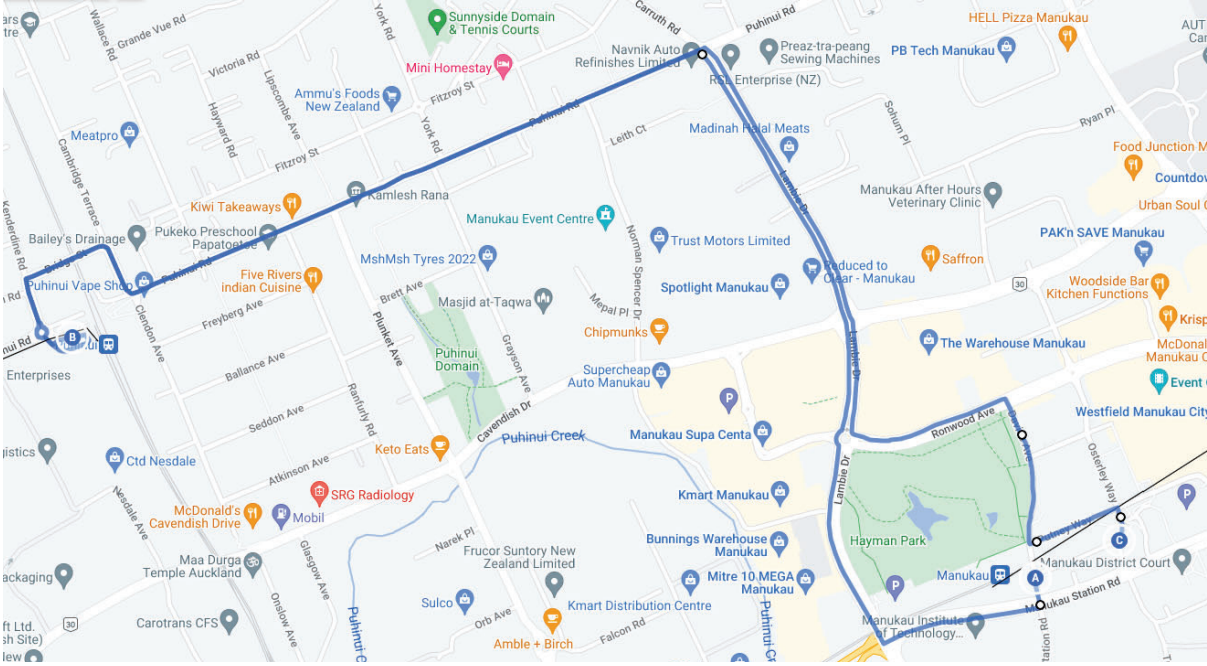
Continuing above ground on Te Irirangi Dr to Botany Town Centre.

**Proposed route from Puhini Station to Airport.**



Continue under motorway interchange, with request stops for the Manukau/Papatoetoe Cemetery (Memorial Gardens) and future employment/shopping centres.

**Proposed route(s) for trolley buses from Manukau Station to Puhini Station, via Lambie Drive & Puhini Road.**



Follow the existing AIR link bus service for the majority of the route.

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:479] Notice of Requirement online submission - Centuria Funds Management NZ Limited  
**Date:** Tuesday, 11 April 2023 7:15:14 pm  
**Attachments:** [A2B NoR 2 - Submission on behalf of Centuria Funds Management NZ Limited.pdf](#)

---

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

#### **Contact details**

Full name of submitter: Centuria Funds Management NZ Limited

Organisation name:

Full name of your agent: Chapman Tripp

Email address: [brendan.abley@chapmantripp.com](mailto:brendan.abley@chapmantripp.com)

Contact phone number: 09 357 9162

Postal address:  
PO Box 2206  
Auckland Central  
Auckland 1140

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

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

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

The reason for my or our views are:  
Please see submission attached.

I or we seek the following recommendation or decision from Auckland Council:  
Please see submission attached.

Submission date: 11 April 2023

Supporting documents  
[A2B NoR 2 - Submission on behalf of Centuria Funds Management NZ Limited.pdf](#)

#### **Attend a hearing**

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

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

#### **Declaration**

I accept and agree that:

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

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

## Form 21

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY A TERRITORIAL AUTHORITY**

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

**To** Auckland Council

Name of submitter: Centuria Funds Management (NZ) Limited (*Centuria*)

- 1 This is a submission on a notice of requirement from Auckland Transport (*AT*) for a designation for the Airport to Botany Bus Rapid Transit Project (*the A2B Project*). This submission specifically relates to "NoR 2", which is for the A2B Project section between Rongomai Park and Puhinui Station.
  - 2 The site to which this submission relates is 1/55 Lambie Drive, Manukau, Auckland (*the Property*). Centuria has authority to make this submission on behalf of the Property owner.
  - 3 Neither Centuria nor the Property owner is a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
  - 4 Centuria's submission relates to the whole of NoR 2, particularly as it relates to works on and in the vicinity of the Property. Centuria is concerned about:
    - 4.1 The extent of the Property required for the designation and the effects on the ongoing operation of the retail activity located at the Property, (which is currently operated as a Bunnings Warehouse store by Bunnings Limited as a tenant of the Property);
    - 4.2 The effects of the modifications to Lambie Drive, including the altered access arrangements and signalised intersections, on the ongoing safe and efficient operation of the Property and on the surrounding transport network;
    - 4.3 The construction effects of the works proposed under NoR 2;
    - 4.4 The potential flooding effects of the works proposed under NoR 2; and
    - 4.5 The 15 year lapse period sought.
- Background**
- 5 The Property is occupied by a Bunnings Warehouse store, and includes at-grade customer parking for 274 vehicles. These activities were established under a resource consent granted by Manukau City Council on 2 April 1998 (reference 11557) (*the Resource Consent*). The Property has two vehicle access points onto Lambie Drive, which provide for a full range of vehicular movement to and from the Property. The Property is also subject to detailed body corporate arrangements, in connection to the original subdivision consent for the site.
  - 6 The Property has excellent road connections and has been developed, along with its neighbouring sites, as part of a destination commercial centre in a manner



consistent with the operative "Business – Metropolitan Centre" zoning under the Unitary Plan. Adjacent activities include large format retail activities such as "Mitre 10 Mega", the "Manukau Supa Centre", which includes such occupiers as "Warehouse Stationery" and "Noel Leeming", and office activities.

### **Submission details**

- 7 Centuria opposes NoR 2 in its current form because it would not:
- 7.1 promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
  - 7.2 promote the efficient use and development of physical resources; and
  - 7.3 ensure consistency with good resource management practice.
- 8 Without limiting the generality of the above, the specific reasons for Centuria's opposition include (but are not limited to) the matters set out below.
- The designation over the Property is not necessary***
- 9 AT has not adequately considered alternative methods for undertaking the A2B Project works in the vicinity of the Property. In particular, AT has not considered:
- 9.1 Construction of a retaining wall instead of the proposed fill slope, which would require a less extensive designation footprint across the Property and would allow the retention of existing parking spaces;
  - 9.2 Engineering the A2B Project alignment to remove the need for medians on either side of the bus rapid transit (*BRT*) lanes in the vicinity of the Property, thus reducing the width of the designation footprint and the resulting land take; and/or
  - 9.3 Whether the proposed designation boundary could move further to the east of Lambie Drive to avoid or minimise impacts on private land on the western side of Lambie Drive.
- 10 Consideration of such alternatives is particularly important where private property interests are affected.
- 11 Instead, NoR 2 seeks to designate 2,303m<sup>2</sup> of the Property, to construct a widened road carriageway and an associated fill slope. AT also seeks to create medians on either side of the proposed central BRT lanes, which would considerably expand the footprint of the designation in the vicinity of the Property. The cumulative effect would be a substantial encroachment onto the Property that would require the removal of approximately 46 car parks and landscaping at the boundary of the Property.
- 12 The proposed designation in the vicinity of the Property is more extensive than is reasonably necessary for achieving AT's objectives for the A2B Project. AT's objectives could be achieved through less extensive works, in turn requiring a smaller designation footprint and less private land to be taken from the Property.

**Effects on parking and access**

- 13 AT's Assessment of Transport Effects (the *Transport Assessment*) states that no parking spaces would be required to be removed from the Property to facilitate the works.<sup>1</sup> However, this statement is not consistent with the general arrangement plans lodged with NoR 2, which illustrate the loss of approximately 46 parking spaces.
- 14 Bunnings is a large format, destination retail outlet, and the performance of the business relies on sufficient, convenient parking being available to meet customer demand, particularly during peak periods such as weekends. The loss of approximately 46 parking spaces would materially and detrimentally affect the operation of Bunnings. Similar concerns would apply to any potential future occupiers of the Property.
- 15 AT's Assessment of Environmental Effects (the *AEE*) states in relation to the loss of on-site parking that:<sup>2</sup>
- The NPS:UD specifically removes most parking minimum requirements from the AUP:OP. In this regard, the removal of on-site parking spaces because of the Project does not infringe any relevant provisions.
- The increased attractiveness and forecasted increase in demand for public transport is likely to lead to less demand for on-site parking for commercial and retail properties, with adequate parking facilities such as paid car park buildings available within proximity for use, if necessary.
- 16 The above assessment fails to recognise that in the Business – Metropolitan Centre Zone, the Unitary Plan only seeks to limit the supply of on-site parking for office activities, education facilities and hospitals. The Unitary Plan does not constrain the provision of parking for retail activities. Accordingly, it cannot be concluded that there would be no effects generated by NoR 2, merely because no minimum parking standards are infringed.
- 17 Similarly, it cannot be concluded that, in relation to large format, destination retail outlets such as Bunnings, a "*...forecasted increase in demand for public transport is likely to lead to less demand for on-site parking for commercial and retail properties*". The nature of trade retail activities and the products sold (eg timber, hardware and bulky goods) is such that private vehicles will be the preferred mode of transport to these stores for the foreseeable future. Again, the same concern would apply to any alternative future large-format retail occupiers of the Property.
- 18 The AEE also fails to recognise that some operators affected by NoR 2, such as Bunnings, are required through resource consent conditions to retain a minimum number of parking spaces.
- 19 Further, the general arrangement plans for NoR 2 do not show a footpath connecting the main entrance of the Bunnings building to the roadside public footpath on Lambie Drive. This outcome would put Bunnings in breach of the Resource Consent. These changes may also have flow-on impacts on access and circulation

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<sup>1</sup> Assessment of Transport Effects, Appendix A.

<sup>2</sup> Assessment of Environmental Effects, page 75.

arrangements within the Property, and may require amendments to the existing body corporate agreements.

***Transportation effects***

- 20 The nature of the Bunnings retail activities and product offering means that private vehicles will continue to be the preferred mode of transport to the Property for the foreseeable future. The operation of the business depends on customers being able to access the site in a safe and efficient manner, and the activity is highly sensitive to changes to the performance of the surrounding transportation system. The same position applies to large-format retail more generally.
- 21 The A2B Project as proposed involves alterations to access arrangements at the Property, and installation of signalised intersections (which as noted may impact internal circulation at the Property). The Transport Assessment only considers the A2B Project's effects on the performance of the Lambie Drive intersections during the weekday AM and PM peak periods. Without an analysis of the interpeak and weekend periods, it is not possible to determine NoR 2's transportation effects on the Property.

***Construction effects***

- 22 The ability of activities on the Property to operate in a safe, efficient, and economically viable manner during construction of the A2B Project is of fundamental concern to Centuria.
- 23 Accordingly, if the designation is confirmed, the continued operation of Bunnings (or any alternative future occupier) must be adequately provided for during construction. Site-specific management measures must be required to be developed in consultation with Centuria and Bunnings (or other occupier), and implemented during the construction stages of the A2B Project.

***Flooding effects***

- 24 The Property is identified on Auckland Council's GIS as being subject to the 1% AEP flood plain and an overland flow path. It is unclear from the Assessment of Flooding Effects submitted with NoR 2 as to whether the proposed works would result in an increase in flooding effects on the Property. Further assessment and clarification is required as to actual and potential flooding effects, and if, following such assessment, the Council is minded to recommend confirmation of NoR 2, Centuria submits appropriate conditions must be identified as necessary.

***Lapse period***

- 25 The lapse period of 15 years that AT has sought would create uncertainty for affected landowners and occupiers, and could result in "blighting" of affected land. Centuria does not consider that the imposition of a 15-year lapse period is appropriate in circumstances where:
- 25.1 There is no committed funding or certainty as to the timeframe for the construction of the A2B Project; and
- 25.2 AT has not provided any commitment to give effect to the works within a reasonable timeframe.
- 26 As the necessity for the large extent of the land requirement from the Property has not been demonstrated, it is not appropriate to impose a 15-year lapse period.

**Recommendation sought**

- 27 For the above reasons, Centuria seeks that the Council recommends:
- 27.1 Rejection of NoR 2; or
  - 27.2 Amendments to NoR 2, including by way of conditions, to address Centuria's concerns, including for example:
    - (a) amending the designation boundary for NoR 2 in the vicinity of the Property so as not to include existing carparks;
    - (b) appropriate conditions setting outcomes for the operation of the Property during construction of the A2B Project, and requiring engagement with Centuria and Bunnings (or other occupier) when preparing management plans; and/or
    - (c) a more limited lapse period for the designation; and/or
  - 27.3 Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 28 Centuria wishes to be heard in support of its submission.
- 29 If others make a similar submission, Centuria will consider presenting a joint case with them at a hearing.

**Signed** for and on behalf of Centuria Funds Management (NZ) Limited by its solicitors and authorised agents Chapman Tripp



---

Paula Brosnahan / Brendan Abley  
Partner / Senior Solicitor  
11 April 2023

Address for service of person:  
Centuria Capital (NZ) Limited  
c/- Brendan Abley  
Chapman Tripp  
Level 34, PwC Tower  
15 Customs Street West  
PO Box 2206, Shortland Street  
Auckland 1140

Email address: [brendan.abley@chapmantripp.com](mailto:brendan.abley@chapmantripp.com)

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:489] Notice of Requirement online submission - Joo Han Song  
**Date:** Tuesday, 11 April 2023 9:00:20 pm  
**Attachments:** [REDACTED]

---

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

#### Contact details

Full name of submitter: Joo Han Song

Organisation name:

Full name of your agent:

Email address: [jhsong2022@gmail.com](mailto:jhsong2022@gmail.com)

Contact phone number: 0212243162

Postal address:  
44 Merriemfield Avenue  
Forrest Hill  
Auckland 0620

#### Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

Hello! How are you? I was planning on owning my property for a long time, as I was looking to develop another house on it in the future. This was my intention when buying the property in the first place. I asked new building plans to Ashcroft Homes & a worker of Auckland City Council regarding this before. They confirmed this land could be subdivided with two more houses. As you can imagine, I am not feeling great as the scheme disrupts my future plans and past decisions. I am living in a rental house in North Shore paying \$800 per week. I am receiving \$501 of rent income from my own property which has helped cover most my rent. My landlord noticed the rent will be increased to \$840 a week from this May. If I am forced to sell my property, I have to pay a whole amount weekly. It's a large burden to me and my family as I have never expected this situation. My family worry about our future situations. Please let me know how to do it wisely. I look forward to hearing your response as soon as possible. Have a great day! Kind regards Joo Han Song

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

Neutral

Submission date: 11 April 2023

Supporting documents

[REDACTED]\_Statement\_2023-02-28 (1).pdf  
[REDACTED]\_Statement\_2023-03-03.pdf

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:490] Notice of Requirement online submission - Su Me Lee  
**Date:** Tuesday, 11 April 2023 9:00:23 pm  
**Attachments:** [REDACTED]

---

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

#### Contact details

Full name of submitter: Su Me Lee

Organisation name:

Full name of your agent:

Email address: sumelee77@gmail.com

Contact phone number: 0212243162

Postal address:  
44 Merriemfield Avenue  
Forrest Hill  
Auckland 0620

#### Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

Hello! How are you? I was planning on owning my property for a long time, as I was looking to develop another house on it in the future. This was my intention when buying the property in the first place. I asked new building plans to Ashcroft Homes & a worker of Auckland City Council regarding this before. They confirmed this land could be subdivided with two more houses. As you can imagine, I am not feeling great as the scheme disrupts my future plans and past decisions. I am living in a rental house in North Shore paying \$800 per week. I am receiving \$501 of rent income from my own property which has helped cover most my rent. My landlord noticed the rent will be increased to \$840 a week from this May. If I am forced to sell my property, I have to pay a whole amount weekly. It's a large burden to me and my family as I have never expected this situation. My family worry about our future situations. Please let me know how to do it wisely. I look forward to hearing your response as soon as possible. Have a great day! Kind regards Joo Han Song

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

Neutral

Submission date: 11 April 2023

Supporting documents

[REDACTED]\_Statement\_2023-02-28 (1)\_20230411205630.097.pdf  
[REDACTED]\_Statement\_2023-03-03\_20230411205634.412.pdf

**Attend a hearing**

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

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

**Declaration**

I accept and agree that:

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



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:492] Notice of Requirement online submission - Vaine Tutai Richard  
**Date:** Tuesday, 11 April 2023 9:15:10 pm

---

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

#### **Contact details**

Full name of submitter: Vaine Tutai Richard

Organisation name:

Full name of your agent:

Email address: tai.richarriltd@gmail.com

Contact phone number:

Postal address:

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

It is unclear from the letter and attachments provided as to what exactly is required and/or what will happen to my property and house. Therefore, it is difficult to make an informed decision on whether to support or oppose the NoR. I emailed requesting Friend of Submitters but did not hear back.

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

Just need further information on impact in relation to the NoR

Submission date: 11 April 2023

#### **Attend a hearing**

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

#### **Declaration**

I accept and agree that:

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

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**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:491] Notice of Requirement online submission - Christian Lewis Sims  
**Date:** Tuesday, 11 April 2023 9:15:14 pm

---

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

#### **Contact details**

Full name of submitter: Christian Lewis Sims

Organisation name:

Full name of your agent: Chris Sims

Email address: christian.lewis.sims@gmail.com

Contact phone number:

Postal address:

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

There are already new bus lanes and cycleways in many of the affected areas. In multiple regions the proposed designs retain the number of bus lanes and cycleways, not adding new infrastructure but simply reorganising it to the detriment of the households and families in the area. Many families are being displaced with no real benefit to the community. We already have bus lanes that are filled with empty buses. I struggle to believe that moving these lanes to the centre of the road will increase public transport adoption. Many of the affected properties feature large families with multiple generations that require and will continue to require multiple vehicles. I do not believe the proposed infrastructure will change this. What it will do is make it difficult for these families to access their properties and park their vehicles. Already street parking has been reduced and the result of that wasn't fewer cars, but instead, more dangerously parked vehicles. The development of Public transport is needed, but it shouldn't come at the cost of displacing so many households. Spending billions of dollars to develop public transport when currently the usage is low doesn't make sense in the slightest. If however, the current infrastructure was at max capacity, then this development might make sense. But as it stands, the demand for public transport in these areas does not justify a development of this size.

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

An alternative route that doesn't require displacing so many families, focusing on non-residential areas instead. Better utilising the newly developed infrastructure already in place as a stepping stone to prove that there is an actual demand for large-scale public transport developments in this area.

Submission date: 11 April 2023

**Attend a hearing**

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:493] Notice of Requirement online submission - Danny Charanjit Singh  
**Date:** Tuesday, 11 April 2023 9:30:13 pm  
**Attachments:** [Centre green grass verge or land.pdf](#)

---

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

#### Contact details

Full name of submitter: Danny Charanjit Singh

Organisation name:

Full name of your agent:

Email address: Danny.Singh@hotmail.co.nz

Contact phone number: 0212045287

Postal address:  
1 Belinda Avenue  
Flat Bush  
Auckland 2023

#### Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:

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

The reason for my or our views are:

I own and live with my 2 young daughters at the property at 1 Belinda Avenue, Flat Bush, Auckland. I have lived here for 17 years after the death of my wife. I am a solo parent and work from home and look after my daughters. I am 46 years old and I am the sole bread winner. I will not be able to get any further mortgage or loan from the bank to buy another property given today's property market price. I am still paying the mortgage on my house alone and since my wife passed away in 2010. Both, me and my 2 daughters have sentimental values and emotions attached to this house as my wife passed away here. Both, my daughters and myself feel a sense of belonging to our house. It has helped us to survive without my wife and their mother. I have no where to go and I can't re-finance another mortgage through the bank. I have my personal cars and boats that I have acquired that I can't relocate elsewhere. My request to Auckland Council and Auckland Transport (AT) is to use the centre grass verge or land that has nikau trees on it, for this busway lanes from Rongomai Park to Puhinui Station. This piece of centre grass verge or land is sufficient for 2 bus lanes going to and from Botany to the Auckland Airport. I personally do not see a reason why the AT and Auckland Council need to make more than 2 bus lanes for this project. These nikau trees are simply of no use and I personally feel that the AT and Auckland Council have ample resources in form of land required for this busway project from Botany to the Auckland Airport. This resource is readily available to AT and I do not see a reason why peoples properties need to be demolished in this process given the shortage of housing in Auckland. The AT can also remove the footpaths on each side of the road on Te Irirangi Drive and which will provide easily for 6 lanes for cars and buses to and from Botany to Auckland Airport. My property is located past Rongomai Park and the water catchment area after the overpass bridge and I am not sure as to why my property at 1 Belinda Avenue, Flat Bush, Auckland, NZ is subject to this Notice of Requirement for this project. I am sure of the fact that not all passengers who land at the Auckland Airport will be travelling from the Auckland Airport to Botany and vice versa. It is for the above reason that I feel that running

ample buses on Te Irirangi Drive on 2 lanes (one going each way), should be enough to cater for these commuters and bus users. The remaining funds that the AT and Auckland Council will save up from this busway project can be used worthwhile in accommodating for the other needed projects and repair work now drastically required after cyclone Gabrielle. It will only be prudent for AT, Waka Kotahi and for the Auckland Council to seriously take this into consideration than to waste exorbitant amount of tax payers money into projects that are not being delivered in time and are costing well over the planned budget and as initially quoted. As a taxpayer and an Aucklander, I am flexible to sensible and good ideas and projects being implemented however I also personally feel that these projects should not be coming forth at our expenses and detriment as I have been a Aucklander for 22 years now and I have served honestly and diligently as a government servant and have paid all my dues and taxes in time and honestly. All I have as my asset in my old is my current property and I am extremely worried, upset and distressed that my property will be subject to unnecessary Notice of Requirement and restriction and eventually demolished when the AT, Waka Kotahi and Auckland Council do not have funding available for this project but are sending constant letters to me and it feels like I am being bullied into selling up when I don't want to and I also feel that my privacy is being breached given AT, Waka Kotahi and Auckland Council are subjecting me to this unnecessary and unwanted tedious task of submission when the future of AT, Waka Kotahi and Auckland Council itself look very bleak given the \$295 million debt for the 2023/2024 financial year. How can AT, Waka Kotahi and Auckland Council subject innocent Auckland property owners like me and taxpayers to forfeit their hard earned asset (i.e. my property) for this project when there is not funding available as per the letter sent to me on several occasion by AT and Waka Kotahi on 30-08-2022, 03-03-2023, and 10-03-2023 respectively. These busway projects should not be coming at the expense of property owners for other Aucklanders who may or may not ever use the bus service to it maximum capacity and as assumed by AT. I am also a New Zealand citizen and an Aucklander for 22 years now and have paid my taxes too and it is for this reason that I expect AT, Waka Kotahi and Auckland Council to treat me as equally as any other New Zealander and for my right to choose for me and my 2 daughters future to be preserved and taken onto consideration in this decision-making process. I have never missed on any of my City Rates of taxes to either AT or to the NZ government. My kids are still in their studies and they have been disturbed since I have sat with them to give this news given to me by AT. I am not able to eat, sleep, work or to concentrate on my daily regular activities as before since I have received this NOR letters from AT and what they intend to do with my property for this busway project. I feel, given the current financial situation and debt level of Auckland Council and AT, this designation for NOR should not be approved nor undertaken and should not be executed at it will be unfair and unjust to me as a property owner as this will not allow me to sell my property, will not allow me to undertake any activities on my own property when I am the owner and rightfully purchased this meeting all the Land and Property Purchasing Act. I should have the right to carry out reasonable activities on my property. AT should give all property owners like myself, due respect and consideration when undertaking this project any further. The NOR letters stated that the Waka Kotahi, AT and Auckland Council did not have any funding currently available for this busway project. It is unclear as to why the AT and Waka Kotahi are pre-designating my property with restrictions "now" when they very clearly know they do not have any funding for this busway project. It is unfair and unjust for AT and Waka Kotahi to bind anyone like myself into such predetermined projects that itself does not have a concrete future and funding and given the debt the current Auckland Council is in. It is unjustified and I object this NORs and designation process for all of the above given reasons. Why is the AT not using its own land in the middle of the current road setup and all they need to do is to remove the unwanted nikau trees in the middle of the green grass verge or land and construct 2 bus lanes in it going to and from Botany to Auckland Airport? See photos attached. The bus industry in NZ and particularly in Auckland is currently affected by lack of bus drivers and lack of service delivery and most commuters like myself prefer to rely on our own transportation as it is far more reliable than the public transport. The poor service delivery from the public transport is evident in the local news and media. It is unclear as to why AT still prefers to spend exorbitant amount of taxpayers money towards these busway projects that are not delivering to its maximum service. This is just my thoughts as one of the affected property owner's as I am living happily with my daughters in my property and deserve to live here after all the sacrifices that I have done in my life. I deserve to live and take my last breath in my property as I feel this is where me and my 2 daughters find peace after the passing away of my wife. I humbly request Auckland Council and AT to re-consider my case for the above reasons of humanitarian and exceptional nature and to allow me to stay in my property at 1 Belinda Avenue, Flat Bush, Auckland, NZ and for no NORs to be designated on my above stated property. Please forgive me for anything I may have said wrong but this is simply my feelings and thoughts on this matter and how I personally feel given me and my 2 daughters have

lived in this property for a considerable period of time and we call it home. I feel AT has the centre green grass verge with nikau trees that they can use to make these busways that they need. There is ample land available in the centre of the landscape with currently 2 lanes on each side of Te Irirangi Drive that can be easily used for this project without causing too much disruption to the existing properties, landscape and to the water catchments currently present to Te Irirangi Drive. The overpass bridge is definitely required for cyclists, disabled people, school children and like minded leisure users such as joggers, people taking family and kids for cycling and walking who currently use this bridge for these purposes. I have lived at 1 Belinda Avenue, Flat Bush, Auckland, NZ for 17 years now and have seen how this existing bridge structure has helped the general public residing in the vicinity and how beneficial it is to have. However, I do not feel that any further changes are required to the existing bridge structure as it is serving its purpose and it will be a complete waste of the tax payers money to re-invent what is already working. In the 17 years living at Belinda Avenue, Flat Bush, Auckland, I have never seen a single bus servicing the Te Irirangi Drive stretch and yet people are still commuting between various locations to and from Auckland Airport to Botany Centre and to the surrounding areas of Flat Bush. This clearly shows the commuters prefer to use their own transport and I strongly support this sentiment given it is currently working for me and has for the last 17 years since I have lived here. I personally do not feel that the public transport is safe for me and my 2 daughters given the level of physical violence on bus drivers and to the general public. It is only time that we will see these hooligans board public transports such as buses, ferries and trains, with guns and threatening commuters. This is now a norm and a every day thing in NZ. The NZ Police is too late in responding to such violence in the public and I nor my kids want to be on the receiving end of these violence. While I feel the AT is doing its part or at least seen as trying to do something to encounter this situation and putting in all their efforts to upscale the transport infrastructure in NZ, it has fallen short each time in it service delivery promise and in the process a lot of taxpayers hard earned money has been wasted. For example, look at the roading and landscape project undertaken between Takani motorway to Papakura exit. It is after all these years (since prior to Covid-19) is incomplete till date. The overgrown grass and weeds crawling on the strings attached to the sound proof walls and barriers separating the houses and the motorway is living proof of how contractors have ripped off the Auckland Council of tax payers money and have not even completed proper landscape along the motorway. My suggestion is for AT and Waka Kotahi to first look into and to complete these unfinished projects that have been undertaken several years ago and still not completed, Surely, AT would know who these Contractors are and why they have not completed these tasks given to them where large sums of tax payers money has been invested but the project not completed. I am sorry to say but the dilemma in which Auckland Council has found itself in (i.e. a debt of \$295 million), is because of these poor planning and exorbitant amount of over-spending on these poorly planned projects that are not being delivered as initially intended. AT and Waka Kotahi also need to be prudent and exercise due care when undertaking such projects that have detrimental effect on the nature, birds and other living creatures and to the property owners like me and other affected parties. We are also stakeholders in these projects and our viewpoints also need to be due consideration by AT. It is because of our taxes and city rates that the AT, Waka Kotahi and Auckland Council exists today. I humbly request the AT, Waka Kotahi and Auckland Council to review its existing Auckland Airport to Botany busway project and to use the centre green verge and to remove the unwanted nikau trees for this purpose rather than to destroy our existing properties in which we are well settled with our children and immediate family members.

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

I humbly request the AT, Waka Kotahi and Auckland Council to review its existing Auckland Airport to Botany busway project and to use the centre green verge and to remove the unwanted nikau trees for this purpose rather than to destroy our existing properties in which we are well settled with our children and immediate family members. From my perspective only 2 bus lanes (one on each side) is required for this busway project and the property at 1 Belinda Avenue, flat Bush, Auckland should not be destroyed for this project to be undertaken and especially when there is no funding available for this project and also given the debt situation of AT, Waka Kotahi and Auckland Council. Consider the fact and given the current lack of bus service delivery and lack of bus drivers, the Auckland Council is not getting a fixed amount of cash-inflow from this public transport. However, these approximately 480 affected properties are bringing in a fixed annual cash-inflow in form of city rates and other levies on properties. We as property owners are also paying GST and taxes on services provided to us by Auckland Council. The Auckland Council is in a \$295 million debt and any form of cash inflow will surely assist in reducing these debt levels and the Auckland Mayor is surely on the right track in reducing unexplained and unwanted expenditure in the Public

sectors as charity begins at home. The Auckland can't do it himself but we as the general public can assist him in some form or the other to reduce these debt levels created by previous Council Mayors who should have been mindful of where Auckland was heading to. Just as the Auckland Council is in a \$295 million debt today, we are only small people in the society who are earning 2 figure wages and salary and can't afford further loans or mortgages and we have a family to feed too like anyone else in NZ. The inflation is also having a negative effect on all of us as a community and we are making ends meet. God forbid, if I am to vacate my property due to inflation or if this busway project is undertaken and if a designation is put on my property, no one will buy my property as it will de-value itself due to these restrictions imposed by AT. I personally feel the AT and Waka Kotahi have no right to bully us as property owners and to put a designation or any form of restriction on our properties when they themselves do not have the funding available for this project, Why impose and threaten us now if they themselves have said they don't have any funding available for this project. This is sheer imposing itself on someone else's pr millionm operty when they are no even sure what they are doing or intend to do. I am attaching some photographs and articles of unfinished, improper infrastructure projects, and the article on the Auckland Council's \$295 million debt to justify my case. I am also attaching photographs of the centre green grass verge or land that I think AT and Waka Kotahi should use to construct these busways (2 lanes going each side in the middle green grass verge or land on Te Irirangi Drive). This will drastically reduce the Council debts and these funds can be used for much needed projects that the general public require after the aftermath of cyclone Gabrielle.

Submission date: 11 April 2023

Supporting documents  
Centre green grass verge or land.pdf

### **Attend a hearing**

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

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

### **Declaration**

I accept and agree that:

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





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### Severe thunderstorm watches in places for much of North Island





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This has mea... investing in, maintaining and operating these assets and services. Additional

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Shane Robert Haylock

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

Address for service of Submitter

172 Puhinui Rd, Papatoetoe, Manukau, 2104

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority	<u>Auckland Transport</u>
For: A new designation or alteration to an existing designation	<u>Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)</u>

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

NOR2 - concerns about engagement, route choice, acquisition process, design process

My submission is:

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

The reasons for my views are:

See attach PDF

(continue on a separate sheet if necessary)

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

My overriding recommendation is that the designation as a whole is put on hold until the issues raised are addressed and that there are better outcomes.

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



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

04/11/2023  
Date

**Notes to person making submission:**

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

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

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

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

Shane Haylock  
 172 Puhinui Road  
 Papatoetoe  
 Auckland 2104

Submission to NOR2 and NOR3 of the Airport to Botany Rapid Transit Designation

The points below could generally apply to any of the NORs but are particularly relevant for NOR2 and NOR3.

### **Lack of Real Consultation**

It seems that people most impacted by the proposal have been the least consulted over the proposal. i.e. landowners that will have property partly or fully taken.

Though this is a 5 year in the making proposal we were only really made aware of the extent of this and the impact to us as landowners late last year. Even then the proposal has changed from light rail to rapid buses.

There seems to be a lack of overall public awareness of the extent of the proposal and the impact it will have the communities surrounding it and the changes it will generate to the community. Even the local board, though AT have said they were engaged, seemed to be unaware of the full extent of the proposal. If the local board is so unaware, how is it expected that the general community are going to be.

The consultation that has been cited was very small, considering the size of the project there are large assumptions made that the response that were obtained from the limited public engagements is representative of the general views if the community. The makeup of the questions have the feel of being leading so that the desired outcome is obtained though I acknowledge that this may not of been the intent. If people are only given a part of a story, pitched in a way that only highlights the benefits of a proposal, asked questions in a specific way, you can almost guarantee you are going to get the result you are looking for. That is not real consultation, it is simply informing people of what is going to be done in a way that looks like you are engaging the community.

People neighbouring the proposed route but not being directly impacted land purchases were not even deemed important enough to consult or inform and they will be the ones left with the changes this will bring. Again this doesn't seem like community consultation.

The project, as stated, has had 5 years to put this proposal together, at, I would assume, a substantial cost, and yet when put to the council and opened for public submission, people, who are largely not professional people dealing with this sort of things day to day, have less than a month to read, digest and put together a submission, the minimum time that has to be given. The 1 month timeframe is the minimum that is required by law. This does not feel like real consultation.

### **Unfairness in the acquisition of the land.**

1. People are being told they are have no options but to sell in the future. They face being uprooted from their family homes and area they have chosen to live. It was even intimated



that this was largely ok as they live under a high noise area anyway and it is of low value housing stock so really this should be ok. No consideration or compensation is even seemed to be considered for the stress this causes people and the potential impact to their property prices this will cause.

2. For people having to give up their full properties the answer is that people need to negotiate with AT for a fair market value for their home and that is it. Evidence from people we know already effected in the same way here and in Pakuranga show that they need to fight to even get a mid range price. People's lives are being unended and it seems the AT response is to try and get the properties for the least amount. The responsibility seems to fall on the landowner. No consideration to the harm that that does to the people concerned, now, leading up to the project and while the process is being done.
3. Some peoples properties who have only part taken seem to be even more adversely harmed as it will make their long term use of their houses far more difficult. Perhaps the thought is that a bit of money for the land taken will mitigate the impact to their lives and even the ability to sell their houses in the future.
4. There is a general feel in reading through the documents that the impact on people has no more real value than the need to replant a few trees.

### Route selection

There seems to be selections already preferred as to the proposed possible routes and that the evaluation process was more a way to just evaluate already preferred options. i.e. the option to go down the Great South Road and straight down the road to the current bus and train station, therefore avoiding the disruption through the city centre was discounted early and then not put into the further overall evaluation.

There has been a lot of criteria with impact scorings, which is both a good and useful method of evaluating competing ideas, but it becomes of little value if every criteria is of the same weighted value. I am not sure how this is even possible. There seems to be no weighting against the criteria and no final overall scores to see how the final selections were made. I could not find anywhere that listed the weightings.

There appears to be predetermined wants that seem to contradict with other statements. It is stated that people are willing to walk larger distances to train stations, and it is assumed therefore rapid transit bus terminals, than they are willing to walk to a bus stops. Cited as 1.2 kms. And yet it is stated that a terminal is necessary at the intersection of Lambie and Puhinui to pick up 'all' the people in potential high density housing. No options for very regular bus links to a station at Manukau, and if people are genuinely supposed to be happy to walk 1.2 kms then why not walk to Puhinui Station or Manukau station. Again it seems like the terminal adjacent to Westfield shopping center is not necessary but is there to placate some desire from the shopping centre.

Even the high density housing listed in maps does not match to published council ones so the need for a extra station at the corner of Lambie and Puhinui seems to be build on incorrect assumptions.

There is no indication that any evaluation has been properly undertaken to look at routes that do not go through already established residential area. i.e

Replace the existing rail corridor from Manukau Station to Puhinui with the rapid transit link instead.

Running back along that corridor from Puhinui station and down along the motorway and through the new commercial areas.

There is not as yet a solution to widening the bridge across the estuary at the end of the route. So if not you will just have a bottleneck.

The reason for these above comments, though they are outside our NOR3 area, is because they impact the route through our area.

### **Real benefits vs cost**

As Auckland and Papatoetoe residents we acknowledge the need for better public transport than what is currently available in Auckland. I often take the train to/from Ellerslie station in the morning and evening from/to Puhinui stations. It is quite convenient as I am so close to the station at both ends. Though it seems to be very underutilised except for a few peak hours during the day. Also we have used the Airport bus to get from the Airport to home, as it stops outside our house. From my home office I see the buses often, with hardly any passengers.

It is stated that this new RT will provide for people wanting to get to substantial employment areas, the only ones being stated is the Airport and the new commercial areas growing between the Airport and South western motorway are stated as not being substantial. Perhaps that is because of the new road bridge going across from McLaughlins Road will mean most people will take cars. Certainly most of the peak traffic I see going home from the Airport to the motorway twice a week when I go running is turning right, not going down Puhinui Road so it does not seem it is coming from the East.

Perhaps the team has access to precise predictive modelling that indicates growing use the coming decades but there is no data that can be seen on expected numbers and expected travel times during what times of the day, the improvement this will make on alternatives (as there are no direct buses currently exclusively taking the same route) to even measure the expected gains. I work in data modelling as a job, so I would be interested in seeing the predictive models that are being used to show the real need for this expensive RT infrastructure build.

Apart from a dedicated bike lane there is no real local community benefit from this apart from quick travel to the Airport which for Puhinui residents is already the case and could possibly be the case for Botany residents if there was at least a current dedicated bus route.

There is no guarantees of nicely landscaped wide walking areas along the route, if fact it is stated that the excess land will potentially sold off for high density housing or commercial use.

Residents that are bordering this are going to have added traffic and noise, potential loss of some land and will not even have the ability to have their whole properties purchased.

With no off street parking for the shops across the road on the northern side of Puhinui their businesses will be unlikely to survive and so there will be a loss of those amenities that are often used by locals on both sides of the road.

### **Recommendations**

My overriding recommendation is that the designation as a whole is put on hold until the issues raised are addressed and that there are better outcomes.



11 April 2023

File ref: AUP NOR 2

Planning Technician  
Auckland Council  
Private Bag 92300  
Auckland 1142

[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

Dear Sir/Madam

**SUBMISSION ON A REQUIREMENT FOR DESIGNATION OF LAND UNDER S.168(2) OF THE RESOURCE MANAGEMENT ACT 1991:**

**NOTICE OF REQUIREMENT FOR BUS RAPID TRANSIT – WIDENING OF EXISTING ROADS TO PROVIDE FOR A BUS TRANSIT CORRIDOR AND HIGH QUALITY WALKING AND CYCLING FACILITIES (NOR 2), BY REQUIRING AUTHORITY: AUCKLAND TRANSPORT**

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement for Designation (NoR 2) in the Auckland Unitary Plan (AUP) to provide for a Bus Rapid Transit corridor, walking, cycling facilities and associated infrastructure.
4. HNZPT acknowledges that the proposed BRT corridor is a significant infrastructure project for Auckland Transport and because it is within a predominantly urban environment there will be changes to the existing environment. It is also understood that there is the need to ensure the city has a transport network that can respond to the "diverse and changing needs" (AEE, page 115) of both the existing communities and future generations. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of public transport access and enabling alternative transport facilities such as walking and cycling. HNZPT also supports the protection of the corridor through designation.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology,



in addition to effects on Mana Whenua must be taken into account by Council when assessing the effects of NoR 2.

6. While it is stated in the December 2022 report, Assessment of Archaeological Effects that there are no identified archaeological or historic heritage items that will be directly affected there is the possibility for unrecorded sub-surface archaeological sites to exist.
7. The Archaeological report recommends the preparation and implementation of a Historic Heritage Management Plan (HHMP) alongside a 'General Archaeological Authority' as the mitigation mechanisms for the protection and management of historic heritage within the designation corridor.

**The specific parts of the Notice of Requirement that Heritage New Zealand's submission relates to are:**

8. No previous engagement with HNZPT.
9. Section 11 Engagement of the AEE sets out the overview of the partner, stakeholder and public engagement that has been undertaken in informing and development of the NoR 2 documents. This is of concern to HNZPT because of the extent of potential effect the proposed works within the designation corridor will have on known and potential historic heritage.
10. HNZPT does not support the use of the HHMP as it is presently proposed.
11. HNZPT is concerned that while there have been both archaeological and built heritage assessment reports completed for the entire length of the Botany to the Auckland Airport (NoR 1 – 4b) the mitigation of the effect of the designation and future construction of the Bus Rapid Transit corridor, walking and cycling facilities on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
12. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process.
13. Heritage New Zealand Pouhere Taonga oppose the Notice of Requirement (NoR 2).
14. **The reasons for Heritage New Zealand's position are as follows:**
15. The consideration, management and mitigation of effects from the purpose of the designation on known or potential Historic Heritage should be addressed through the NoR process instead of being deferred to the Outline Plan process.
16. The HHMP duplicates HNZPTA processes, such as an Archaeological Authority that will be required to be obtained before construction; and that should be included at the Outline Plan stage.
17. The protection of historic heritage, and the remedy and mitigation of "any residual" effects are more appropriately addressed through the existing NoR process.



18. Reliance on the Accidental Discovery Protocol with respect to archaeological sites is inappropriate as there is already assessment of the designation corridor that there is the potential for sub-surface archaeology and the need for an Archaeological Authority to be obtained under the HNZPA 2014. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.
19. **Heritage New Zealand seeks the following decision from Council:**
20. The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA.
21. The purpose of the HHMP should be focussed on the provision details such as:
- Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters.
  - Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
  - Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works).
  - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
  - Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.
22. **Heritage New Zealand wishes to be heard in support of our submission.**
23. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**

Yours sincerely

*BHParslow*

pp for Sherry Reynolds  
Director Northern Region

Address for service: Alice Morris  
[amorris@heritage.org.nz](mailto:amorris@heritage.org.nz)  
PO Box 105 291  
Auckland City 1143

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Mark Elder

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

Puhinui School

Address for service of Submitter

116 Puhinui Road

Papatoetoe, AUCKLAND 2104

Telephone: 92788703 Fax/Email: 092776911 / office@puhinui.school.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority	<u>Auckland Transport</u>
For: A new designation or alteration to an existing designation	<u>Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)</u>

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

Traffic and safety issues related to our school & community.

My submission is:

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

The reasons for my views are:

On the attached PDF.

(continue on a separate sheet if necessary)

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

On the attached PDF.

I wish to be heard in support of my submission

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

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

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

04/11/2023  
Date

**Notes to person making submission:**

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

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

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

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

Auckland Council  
Private Bag 92300  
Auckland 1142

RE: Notice of Requirement 2;

Dear Sir/Madam

I write to you on behalf of the Puhinui School Board (Education institution no: 1448).

The position of the Board is one of "Neutral" in relation to the Notice.

The school address is not listed on Form 18, we are operating under the assumption that there will be no impact to the school property directly.

We do, however, have the following concerns related to the school.

- (i) During construction of the transport project: for the safety of the pupils that attend the school and their families. This is since the school is on Puhinui Road, and this road is used by many of the students and their families to access the school gates. While there is a driveway and entranceway that can be used from Grayson Ave, this is still primarily accessed from Puhinui Road. This has the potential to make it unsafe for families either walking or driving to school.
- (ii) We are concerned about right turning into Grayson Ave from Puhinui Rd. This will potentially become more difficult for parents. We have also heard that you will only be able to turn left from Grayson Ave to Puhinui Rd. This will restrict traffic to/from our drop off zone. As well, with the proposed bridge connecting Puhinui Rd, so that the rapid transport is not held up, we are unclear on the impact that this will have on our children.
- (iii) Once the project is complete, young children especially, will have multiple long bendy buses initially and potentially trams or other light rail vehicles going past both at drop off and pick up time not only at school, but also on the way to school.
- (iv) One of our school trustees has heard from the local member of parliament, Arena Williams MP that once this project is complete any surplus or spare land could be used in any way that is deemed to be related to this project, for example to build multiple flats or other housing units. This is despite it appearing on the surface of being not related to the transit project directly. If this were to occur, it could have an impact on the school and planning.
- (v) In relation to private developments, any housing within 800 metres of key transit corridors can be up to six stories high by right. This will cover a large amount of the school zone on either side of Puhinui Road and side streets. Parents have also mentioned to us that they have heard that there are indications that over time housing on the southern side may slowly give way to commercial types of property, given the reduction in housing property for this project. This will put potentially many residential sections for the school community on the opposite side of Puhinui Rd, requiring additional traffic safety measures like railing and speed reduction zones to ensure the students wellbeing.
- (vi) We continue to have concerns about the parking options available for parents. This is already an ongoing concern for us and with a busier road, with more vehicles and increased roll growth this would be a significant concern. We would like the opportunity to work on a strategy for how this could look for our community.

The school would like the opportunity to speak to the hearing.

Kind Regards,

Mark Elder  
Principal.

Simon Kent  
Chair/Presiding member.



**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:500] Notice of Requirement online submission - Abhisekh Mohanlal  
**Date:** Tuesday, 11 April 2023 10:45:13 pm

---

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

#### **Contact details**

Full name of submitter: Abhisekh Mohanlal

Organisation name:

Full name of your agent:

Email address: abhisekh.mohanlal@gmail.com

Contact phone number:

Postal address:  
3189A Great North Road  
New Lynn  
Auckland  
Auckland 0600

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Widening of Puhinui Road

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

The reason for my or our views are:

Widening of the puhinui road means a loss of land in the front of or family owned property which would have be useful family space. Widening of the road would lead an increase of vibration from large vehicles like buses and lorries. Puhinui road,in the recent years has alot of housing development due to the zone type. Therefore, being a residential area and the proposed plan of widening the road means an increase in traffic which would lead to high probability of accidents. I believe that the money which would be spent on materials, redoing all the electrical, communication and water lines can be used in better projects or staff rewards. If people are not using current AT services, I don't see a change in human behavior from this plan. Furthermore, with more people working from home and this becoming a growing trend, I don't see the benefit of road widening. NZ has an amazing aim to reduce carbon emissions and road widening don't best align with this goal.Making changes to the current system and removal of trees from my and other properties could lead to increase of flooding, the natural barrier from strong winds increasing chances of land erosion and tornado impact on properties.

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

I seek for the council to oppose/deny the advancement of this NOR or project. I would recommend AT to have a look at other options with the current road system. This could be making roads one-way, increasing the number of traffic signals for better flow of vehicles. Rather than making new bus routes between suburbs, look into having looping bus routes with linking routes which would increase the frequency example city link, inner link and outer link. The use and upgrade of jetties and forming new ferry systems

Submission date: 11 April 2023

**Attend a hearing**

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:504] Notice of Requirement online submission - Avisha Mohanlal  
**Date:** Tuesday, 11 April 2023 11:00:13 pm

---

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

#### **Contact details**

Full name of submitter: Avisha Mohanlal

Organisation name:

Full name of your agent:

Email address: amoh744@aucklanduni.ac.nz

Contact phone number:

Postal address:  
3189A Great North Road  
New Lynn  
Auckland  
Auckland 0600

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Widening of Puhinui Road

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

The reason for my or our views are:

Widening of the road means a loss of land from my property which would have been useful family space. Widening of the road would lead an increase of vibration from large vehicles like buses and lorries. Puhinui road, in the recent years has alot of housing development due to the zone type. Therefore, being a residential area and the proposed plan of widening the road means an increase in traffic which would lead to high probability of accidents. I believe that the money which would be spent on materials, redoing all the electrical, communication and water lines can be used in better projects or staff rewards. If people are not using current AT services, I don't see a change in human behavior from this plan. Furthermore, with more people working from home and this becoming a growing trend, I don't see the benefit of road widening. NZ has an amazing aim to reduce carbon emissions and road widening don't best align with this goal. Making changes to the current system and removal of trees from my and other properties could lead to increase of flooding, the natural barrier from strong winds increasing chances of land erosion and tornado impact on properties.

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

I seek for the council to oppose/deny the advancement of this NOR or project. I would recommend AT to have a look at other options with the current road system. This could be making roads one-way, increasing the number of traffic signals for better flow of vehicles. Rather than making new bus routes between suburbs, look into having looping bus routes with linking routes which would increase the frequency example city link, inner link and outer link. The use and upgrade of jetties and forming new ferry systems

Submission date: 11 April 2023

**Attend a hearing**

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

**Declaration**

I accept and agree that:

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

**From:** [NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** [ID:505] Notice of Requirement online submission - Avisha Mohanlal  
**Date:** Tuesday, 11 April 2023 11:00:16 pm

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

#### **Contact details**

Full name of submitter: Avisha Mohanlal

Organisation name:

Full name of your agent:

Email address: AvishaM@douglas.co.nz

Contact phone number:

Postal address:  
3189A Great North Road  
New Lynn  
Auckland  
Auckland 0600

#### **Submission details**

Name of requiring authority: Auckland Transport

The designation or alteration: Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (Auckland Transport)

The specific provisions that my submission relates to are:  
Widening of Puhinui Road

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

The reason for my or our views are:

Widening of the road means a loss of land from my property which would have been useful family space. Widening of the road would lead an increase of vibration from large vehicles like buses and lorries. Puhinui road, in the recent years has alot of housing development due to the zone type. Therefore, being a residential area and the proposed plan of widening the road means an increase in traffic which would lead to high probability of accidents. I believe that the money which would be spent on materials, redoing all the electrical, communication and water lines can be used in better projects or staff rewards. If people are not using current AT services, I don't see a change in human behavior from this plan. Furthermore, with more people working from home and this becoming a growing trend, I don't see the benefit of road widening. NZ has an amazing aim to reduce carbon emissions and road widening don't best align with this goal. Making changes to the current system and removal of trees from my and other properties could lead to increase of flooding, the natural barrier from strong winds increasing chances of land erosion and tornado impact on properties.

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Submission date: 11 April 2023

**Attend a hearing**

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

**Declaration**

I accept and agree that:

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

**From:** [Sembrano,Roy,NZ-Whangarei](#)  
**To:** [Unitary Plan](#)  
**Subject:** 1/192 Te Irirangi Drive Residents - Roy Sembrano  
**Date:** Tuesday, 11 April 2023 11:33:19 pm  
**Attachments:** [image001.png](#)  
[rongomai-form-2023.pdf](#)  
[Submission 1 192 Te Irirangi Drive Flatbush.docx](#)

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Hi Unitary Plan Auckland Council

Looking at the strategy and layout of the NoR 'Rongomai Park to Puhinui Station' has given our family property (belonging to my parents Dina Sembrano and Salvador Sembrano) concerns, we will be giving the reasons why we are opposing the Notice of Requirement project.

1.) The distance land required is too close to the road from the actual wall of the property (house), this will cause disruption both mental and physical health state of the residents (our family) will experience with the roads expanding with bus and cycle lane extensions. The "social impact assessment" gives a conscience bias towards what the overall positive impact it has within a growing populace within the area and the value it brings to reducing traffic. In contrast it does not consider the heavy toll it has with a family that requires space to live and the ability to not protect the heritage of the land that has been invested over the years when my parents purchase and bought the property, working hard till today to pay the mortgage off over the past decade.

2.) The validity of taking the land required for the project does not support the specifics of why they require 13m by 6m of the front of the property (rough estimate with the layout sent). Viewing the layout shows no consistency of the symmetry of the layout of the bus and cycle lane through the entirety of the Te Irirangi Drive segment. Where some homes are being sold off and the other neighboring properties are still able to attain their land without being affected from the NoR project. I can acknowledge that the roads are not linear through the entirety of Te Irirangi Drive segment, if land is taken off for the project, we request a compensation and rights to reserve to be given the value of the land, from our chosen professional land valuers or agency that we wish to work with, that will allow the value of the land being used for the project at the time.

3.) Our access, comfort and space are compromised despite the good intent of the NoR project. Our place that we call home is constrained with the limitation of the frontage land space of the property required for the NoR project. To us residents affected are disadvantaged, deprived, and also the proximity of the NoR project to the house is dangerously too close which any traffic accidents can occur both to the property and the safety wellbeing of the residents of the property of 1/192 Te Irirang Drive.

4.) We are only given a short period for this project submission for the residents affected including us of residents of 1/192 Te Irirangi drive. This was a span of 4 months of notification (including the assessment carried out in December 2022) and notice for residents to send submission in March to April 11th, 2023, is shortly given, which is unfair and unjust to the toll and decision that will require a good time to submit a strong validation of resident's submission. This NoR project is a huge project that covers a vast amount of route land for the next or within the next 10-15 years as a proposal from the developers of the NoR project.

We require more consultation, review timeframe of at least 6-8 months for us residents

affected, we require strong support (including consultation from the council in a timely manner) with the fair amount of time it shall require ensuring residents are treated and given access to the project in detail (including clauses).

5.) Exit and Entry point of the property and land required is reduced for us residents to execute and exercise our rights to drive safely into and out of the property. There is a high risk when turning out of the property, and when entering the property, as this will cause more attention for residents living in the affect NoR project, to be more at risk of a crash or timely turning into and out of the property. What can we (residents of the Te Irirangi Drive segment) be compensated if the risk of entering the property and exiting the property causes an accident with the expansion of lanes for both buses and cyclist. Alternatively, what are the risk factors for buses and cyclist to be closer to resident homes if the bus and cycle lanes were to constructed.

6.) Noise and the ability to have the fair decibel (decibel parameters in urban areas) of noise that residents should be able to manage, what are these in requirement for residents to reside peacefully with added extra bus land and cycle lane? How will the NoR project be able to ensure that the sound and noise of traffic with added bus lane and cycle lane will not affect the residents.

Please contact once my submission has been reviewed, on behalf of my parents (Dina Sembrano and Salvador Sembrano) owner of the property of 1/192 Te Irirangi Drive Flatbush Auckland 2019.

Thank you in advance

ROY SEMBRANO  
South Waikato Territory Manager  
Purina New Zealand

E / [roy.sembrano@nz.nestle.com](mailto:roy.sembrano@nz.nestle.com)

M / 0272932082

W / [www.purina.co.nz](http://www.purina.co.nz)



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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Roy Sembrano

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

Address for service of Submitter

1/192 Te Irirangi Drive Flatbush Auckland 2019

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority	Auckland Transport
For: A new designation or alteration to an existing designation	Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)

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

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My submission is:

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

The reasons for my views are:

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(continue on a separate sheet if necessary)

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

Empty lines for providing details of the recommendation or decision.

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

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

04/11/2023  
Date

**Notes to person making submission:**

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

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

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

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

**The reasons for my views are:**

Looking at the strategy and layout of the NoR 'Rongomai Park to Puhinui Station' has given our family property (belonging to my parents Dina Sembrano and Salvador Sembrano) concerns, we will be giving the reasons why we are opposing the Notice of Requirement project.

1.) The distance land required is too close to the road from the actual wall of the property (house), this will cause disruption both mental and physical health state of the residents (our family) will experience with the roads expanding with bus and cycle lane extensions. The "social impact assessment" gives a conscience bias towards what the overall positive impact it has within a growing populace within the area and the value it brings to reducing traffic. In contrast it does not consider the heavy toll it has with a family that requires space to live and the ability to not protect the heritage of the land that has been invested over the years when my parents purchase and bought the property, working hard till today to pay the mortgage off over the past decade.

2.) The validity of taking the land required for the project does not support the specifics of why they require 13m by 6m of the front of the property (rough estimate with the layout sent). Viewing the layout shows no consistency of the symmetry of the layout of the bus and cycle lane through the entirety of the Te Irirangi Drive segment. Where some homes are being sold off and the other neighboring properties are still able to attain their land without being affected from the NoR project. I can acknowledge that the roads are not linear through the entirety of Te Irirangi Drive segment, if land is taken off for the project, we request a compensation and rights to reserve to be given the value of the land, from our chosen professional land valuers or agency that we wish to work with, that will allow the value of the land being used for the project at the time.

3.) Our access, comfort and space are compromised despite the good intent of the NoR project. Our place that we call home is constrained with the limitation of the frontage land space of the property required for the NoR project. To us residents affected are disadvantaged, deprived, and also the proximity of the NoR project to the house is dangerously too close which any traffic accidents can occur both to the property and the safety well being of the residents of the property of 1/192 Te Irirang Drive.

4.) We are only given a short period for this project submission for the residents affected including us of residents of 1/192 Te Irirangi drive. This was a span of 4 months of notification (including the assessment carried out in December 2022) and notice for residents to send submission in March to April 11th, 2023, is shortly given, which is unfair and unjust to the toll and decision that will require a good time to submit a strong validation of resident's submission. This NoR project is a huge project that covers a vast amount of route land for the next or within the next 10-15 years as a proposal from the developers of the NoR project.

We require more consultation, review timeframe of at least 6-8 months for us residents affected, we require strong support (including consultation from the council in a timely manner) with the fair

amount of time it shall require ensuring residents are treated and given access to the project in detail (including clauses).

5.) Exit and Entry point of the property and land required is reduced for us residents to execute and exercise our rights to drive safely into and out of the property. There is a high risk when turning out of the property, and when entering the property, as this will cause more attention for residents living in the affect NoR project, to be more at risk of a crash or timely turning into and out of the property. What can we (residents of the Te Irirangi Drive segment) be compensated if the risk of entering the property and exiting the property causes an accident with the expansion of lanes for both buses and cyclist. Alternatively, what are the risk factors for buses and cyclist to be closer to resident homes if the bus and cycle lanes were to constructed.

6.) Noise and the ability to have the fair decibel (decibel parameters in urban areas) of noise that residents should be able to manage, what are these in requirement for residents to reside peacefully with added extra bus land and cycle lane? How will the NoR project be able to ensure that the sound and noise of traffic with added bus lane and cycle lane will not affect the residents.

**I seek the following recommendation or decision from the Council**

We are seeking the decision from the Auckland Council on what the options are with the NoR project. And we are also requesting more time to validate our concerns as 1 month is unfair to a project that will affect the mental and physical state of mind of the residents being affected with the project being carried out in the next 10-15 years' time.

Ms A Mead & Dr S Mead  
99 Pah Road  
Epsom  
**AUCKLAND 1023**

10<sup>th</sup> April 2023

Planning Technicians  
Plans and Places  
Auckland Council  
Private Bag 92300  
**AUCKLAND 1142**

By email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

Attention: Submissions

**Re: AFFECTED PROPERTY: 2/2 IHAKA PLACE, PAPATOETOE, MANUKAU CITY, AUCKLAND 2104  
NOTICE OF REQUIREMENT No2: BUS RAPID TRANSIT – RONGOMAI PARK TO PUHINUI STATION IN  
VICINITY OF PLUNKET AVENUE (AUCKLAND TRANSPORT)**

We are writing this letter to object to the above notice of requirement (“NOR2”), and to NOR2’s related project and works, including the Bus Rapid Transit Corridor, walking and cycling facilities, and related infrastructure for the Airport to Botany Bus Rapid Transit project.

**We are fully opposed to the notice of requirement being lodged on Our Property at 2/2 Ihaka Place, Papatoetoe, Manukau City (“Our Property”) and we are fully opposed to this project going ahead.**

**We are fully opposed to Auckland Transport (“AT”) and Waka Kotahi NZ Transport Agency’s (“NZTA”) proposal to change the Auckland Unitary Plan (“AUP”) to enable this project.**

Our Property will face significant adverse effects if the change to the AUP and NOR2 are granted. We have provided our comments below:

#### OUR PROPERTY

Our Property has been held by our family since 1974 (two years after our unit was built).

Our Property is part of a cross lease property of four units and sits on the corner of Lambie Drive and Ihaka Place. Our unit (unit 2) sits facing towards Lambie Drive (the main outlook from the unit). While the cross lease does not specifically provide for exclusive use areas around the units, over the years the unit holders have fenced off their areas. We exclusively occupy the land in front of unit 2 (between the unit and Lambie Drive), meaning it is our land area which is adversely affected by the Rapid Bus Transit project.

The photo below shows an aerial screen shot of Our Property. The red line shows the approximate outline of the land our unit (unit 2) occupies. Depending on the map provided by AT & NZTA, the land occupied by our unit will be reduced by up to 50% (this is difficult to determine due to the poor quality of the map overlays provided by AT & NZTA on their websites). This significantly impacts on our ability to use and enjoy Our Property both now and in the future. NOR2 means that Our Property cannot be developed to maximise the potential of the affected land,

and significantly reduces the value of Our Property for a project that may never actually go ahead. This also causes significant financial hardship for those affected properties.



#### LOSS OF AMENITY VALUE / LOSS OF ECOLOGICAL VALUE

##### Norfolk Pine Trees

The above aerial photo shows the line of Norfolk Pine trees which run down the centre of Lambie Drive (the land in front of our unit faces these trees and Lambie Drive). These Norfolk Pines were mature trees in 1974 when our family purchased Our Property and have stood for at least 50 years in this position. Beyond ecological purposes the trees provide an attractive backdrop to a built up residential and semi-commercial area. The grassed area around the trees provides much needed soakage for rainwater. These trees will be removed for the Rapid Bus Transit project for the bus lane and a bus stop. The tree and grass area will be concreted over for the bus lane and bus stop while the front of Our Property is taken to provide for the related walking and cycle lanes. This will be a significant ecological loss.

Once prevalent, there are few plantings of these Norfolk Pine trees left around Auckland due to increased intensification. This particular stand of Norfolk Pines are in good health, and are attractive trees that add beauty and character to the area. These trees are a local ecological landmark, similar to the Norfolk Pines planted in Orewa. The trees should be protected against this development as the benefits do not outweigh the loss in ecological value.

##### Loss of Amenity Value / Outlook from Our Property

Below is a photograph taken standing at the front of our unit looking at our grass towards Lambie Drive. It shows the Norfolk Pine trees and the outlook from the lounge of our unit.



At the moment Our Property has a private outlook which is attractive and minimises the impact of the urban and semi-commercial development around the area. The Rapid Bus Transit project would involve the removal of these trees for the bus lane, the requisition of our land for walking and cycle lanes, and the concreting over of this area. This will result in a significant impact in amenity value for Our Property which would then have an outlook into a transit area and bus stop. The related signage will further block our view and effect our amenity value.

The positioning of a bus stop directly in front of Our Property (when we were told in a previous consultation meeting that there was no bus stop in front of Our Property, and only on Lambie Drive) will further degrade the amenity value of the property, in comparison to what it currently is. It is unknown if this is a covered bus stop or not, but any structure will further impact on our view / amenity value.

#### LOSS OF ACCESS

To the left hand side of the above photograph is a light green line, which is the edge of a concrete path which leads from the front door of our unit to Lambie Drive. This is the main walking access way in and out of Our Property. We walk down this path to walk along Lambie Drive. The back door access to the driveway and onto Ihaka Place is only used when driving.

Children walk down the front path to walk to school nearby and the tenants/owners of all four units at Our Property access Lambie Drive via this pathway.

The new Rapid Bus Transit project would mean that our front path would now connect to a walkway / cycle way. It is unclear whether we will be able to maintain access to Lambie Drive from the front of Our Property or whether that will be cut off by the development.

The loss of this access way will have a major impact on our use and enjoyment of Our Property.

#### INCREASED FLOODING RISK

As shown in the two photos above, the middle of Lambie Drive provides a large grassed island with a row of Norfolk Pine Trees. This will be replaced by concrete as the whole area would be concreted over for Rapid Bus Transit lane and bus stop. The concreted area will also be significantly wider, due to the front of residential properties being taken for concreted cycle ways and walkways.

This increase in concrete and changes to the level of the land will mean a significant increase in flood risk for our property. All the rainwater accumulated on the increased concrete will need to be drained (with the loss of soakage from the current grassed area). Any overflow of rainwater will put Our Property at a direct and significant flood risk. Currently Our Property has never flooded as the grassed areas provide sufficient soakage.

Any raise in land height placing the road height above Our Property will also increase our flood risk with surface water flowing off the concrete and onto Our Property.

#### INCREASED NOISE / RUBBISH

Noise from the new Rapid Transit Bus link and the location of the bus stop will have a significant impact on Our Property. The buses braking and accelerating from the bus stop directly outside Our Property will increase the traffic noise, particularly with the loss of the Norfolk Pine trees which currently act as a sound buffer for traffic.

The increase in people waiting at the bus stop (and the lack of provision of any rubbish bins) will increase incidents of rubbish being dumped illegally on Our Property as people dump unwanted drinks and packaging from their snacks. This is already an issue, and will significantly increase with passengers at the bus stop having nowhere to responsibly dispose of their rubbish.

#### INADEQUATE CONSULTATION (NATURAL JUSTICE & FAIR PROCESS CONCERNS)

As the owner of an affected property we believe that consultation on NOR2 (and the changes to the AUP to allow the project) have been inadequate and have breached natural justice and fair process principles. The letters we have received on this matter are confusing and are difficult for anyone to follow. In order to see any visuals, including maps and diagrams affected parties are required to access links on websites where the maps are over various pages and overlays and it is difficult to locate your own property by street address. Each map provides a different visual impression as to how much land will be occupied by the new Bus Transit projects. In some maps we appear to be losing close to half of our front yard, and it is impossible to see the exact level of impact on our property.

We had a consultation zoom meeting with a representative from AT/NZTA and an engineer. Neither person could confirm exactly how Our Property would be impacted or how much of our land would be affected by NOR2 and would be taken for the project. This meant that it was impossible to be fully informed or to receive adequate consultation. We asked specifically if a bus stop or exchange would be located on Lambie Drive outside Our Property and we were told no, the only bus stops would be on Puhinui Road. We have since been told this is not the case and that a bus stop will be located directly opposite our unit.

We were also told at this zoom meeting that "us girls were lucky" to have Our Property impacted by NOR2 as it would actually increase Our Property value as people would want to buy it for the compensation (when the project went ahead). This is erroneous and is obviously incorrect. Our Property value will not increase and it will instead decrease significantly as no one will want to purchase a property were the land can be seized in the future and where it limits the development potential of the land. The NOR2 has a negative effect on Our Property value as no one will want to buy the property. Anyone who owns Our Property from this point forward will suffer financial loss as a result of the NOR2 and no compensation will actually be paid until the land is taken for the development. If the development never goes ahead (which is highly likely due to the significant financial cost of it), then Our Property will suffer loss without any financial benefit.

While we understand that this is not necessarily a relevant consideration for granting or denying the plan change, we do believe that if this erroneous advice has been given to other land owners it will impact on who will make an application (particularly if they have relied on this detail being correct, and if they fail to find a map adequately showing the impact on their property).



The factors above, and the difficulty in accessing maps and information on the impact on our properties, results in equity issues in affected parties being unable to access and understand the changes. We believe there are significant natural justice and fair process issues in the way affected parties have been treated.

**Accordingly, for all of the reasons stated above, we are fully opposed to the notice of requirement being lodged on Our Property and we are fully opposed to this project going ahead.**

**We are fully opposed to AT and NZTA's proposal to change the AUP to enable this project.**

Yours sincerely,

Andrea Mead & Dr Stephanie Mead

Email: b.mead@xtra.co.nz

Phone: (021) 2263 732 (Andrea) or (021) 724 676 (Stephanie)

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
 Auckland Council  
 Level 24, 135 Albert Street  
 Private Bag 92300  
 Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

### Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Tim Fischer / Tracey Turner (Simpson Grierson), Counsel for Eke Panuku Development Auckland

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

Eke Panuku Development Auckland

### Address for service of Submitter

Private Bag 92518, Auckland, 1141, New Zealand

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

### This is a submission on a notice of requirement:

By:: Name of Requiring Authority	<u>Auckland Transport</u>
For: A new designation or alteration to an existing designation	<u>Notice of Requirement: Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)</u>

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

Please see attached submission.

### My submission is:

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

### The reasons for my views are:

Eke Panuku generally supports the notice of requirement (NoR) to the extent that it is intended to improve the transport network across southern Auckland. However, Eke Panuku has concerns about certain aspects of the NoR, as notified. Eke Panuku seeks amendments, including through modifications to the NoR and conditions, to address its concerns as outlined in the attached submission. Please refer to the attached submission for full details.

(continue on a separate sheet if necessary)

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

Please see the attached submission.

I wish to be heard in support of my submission

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

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

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

11/04/2023  
Date

**Notes to person making submission:**

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

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

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

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

## SUBMISSION ON NOTICE OF REQUIREMENT 2: RONGOMAI PARK TO PUHINUI STATION (IN THE VICINITY OF PLUNKET AVENUE)

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

To: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

By email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**Name of Submitter:** Eke Panuku Development Auckland (**Eke Panuku**)

### INTRODUCTION

1. This is a submission on a notice of requirement by Auckland Transport for a new designation for the “Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)” stage (**NoR 2 / the NoR**) of the Airport to Botany Bus Rapid Transit Project (**A2B Project**).
2. Eke Panuku is the urban regeneration agency for Auckland Council. It is a council-controlled organisation that is enabled, through delegations, to lead and facilitate regeneration in the Council’s priority ‘transform’ urban areas. Manukau is an agreed ‘transform’ priority location. The 600 ha Transform Manukau project area includes the whole Metropolitan Centre zone, the Manukau Sports Bowl and Hayman Park.
3. Eke Panuku is not a trade competitor for the purposes of s 208B of the RMA.
4. Eke Panuku has a direct interest in the NoR because the proposed rapid transit corridor travels through the Transform Manukau project area and interacts with several sites that are subject to regeneration proposals and transformation outcomes.
5. This submission relates to the NoR as a whole, but with a particular focus on:
  - (a) the proposed designation of land at 1 Te Irirangi Drive, Manukau, (the **Manukau Sports Bowl site**) for future stormwater management purposes;
  - (b) the proposed designation of land at 15R Davies Avenue, Manukau, (**Hayman Park**) for a bus station;
  - (c) adverse effects of the proposal (during construction and operation) due to its proposed alignment along Davies Avenue; and
  - (d) the appropriate conditions on the designation that may result.

6. Eke Panuku generally supports the NoR to the extent that it is intended to improve the transport network across southern Auckland. In particular, Eke Panuku considers the NoR, as part of the A2B Project, has the potential to realise significant benefits including improved access and connectivity to housing, public open space and community facilities in the Manukau Central area.
7. However, Eke Panuku has concerns about certain aspects of the NoR, as notified. In particular, Eke Panuku has concerns related to its ability to deliver high quality regeneration outcomes as set out in the Manukau Central High Level Project Plan (**HLPP**).
8. Eke Panuku seeks that the Council:
  - (a) recommend NoR 2 be modified to address the concerns outlined in this submission;
  - (b) recommend changes to the NoR 2 conditions to address the concerns outlined in this submission; and
  - (c) grant such further relief or consequential amendments as considered appropriate and necessary to address the concerns in this submission.
9. These matters are addressed in more detail below.

## CONTEXT

### The NoR

10. The NoR is one of five separate Notices of Requirement lodged by Auckland Transport and Waka Kotahi NZ Transport Agency to enable the A2B Project. The NoRs propose four new designations for the Bus Rapid Transit (**BRT**) corridor and an alteration to Designation 6717 for State Highway 20B.
11. NoR 2 is for a designation to enable the construction, operation and maintenance of the BRT corridor and walking and cycling facilities along Rongomai Park to Puhinui Station. The NoR includes road widening and upgrades to:
  - (a) Te Irirangi Drive (between Rongomai Park and SH1);
  - (b) Great South Road (between SH1 and Ronwood Avenue intersection);
  - (c) Ronwood Avenue (between Great South Road intersection and Davies Avenue);
  - (d) Davies Avenue (between Ronwood Avenue and Manukau Station Road);
  - (e) Manukau Station Road (between Davies Avenue and Lambie Drive);
  - (f) Lambie Drive (between Manukau Station Road and Puhinui Road); and
  - (g) Puhinui Road (between Lambie Drive and Plunket Avenue).

## Eke Panuku is leading urban regeneration of sites impacted by the NoR

12. Eke Panuku is mandated to lead the urban regeneration of the Transform Manukau area by the Manukau Central High Level Project Plan (**HLPP**). The HLPP was endorsed by Auckland Council in April 2016. It sets the vision and overarching objectives for the Eke Panuku to lead regeneration of the Manukau Central wider area by utilising council-owned sites as a catalyst for revitalisation.
13. The HLPP identified several sites with opportunities for redevelopment within the Transform Manukau area including the Manukau Sports Bowl site, future development sites located along Davies Avenue<sup>1</sup> and opportunities for delivery of an enhanced public realm along Hayman Park (Davies Avenue edge).
14. Building on the HLPP, Eke Panuku developed the Manukau Framework Plan 2017 (**Framework Plan**) with stakeholders (including mana whenua, the Council, local boards and the local community) to guide the delivery of regeneration outcomes in Manukau Central. The Framework Plan sets three overarching strategic goals to guide regeneration through to 2040:<sup>2</sup>
  - (a) A strong, permanent residential population in Manukau Central allowing it to function as a vibrant and connected quality compact centre and place of manaakitanga with an emphasis on local as well as regional activities;
  - (b) An urban and built form that is cohesive, walkable, human-scale, high-quality, resilient and responsive to the needs of residents and businesses and its natural environment; and
  - (c) Strong and prosperous residential communities in Manukau Central and the surrounding area that are actively engaged in and enjoy the benefits of living, working and celebrating a successful and culturally rich place.
15. In addition, the Framework Plan identifies five 'key moves' that need to be fulfilled to achieve the strategic goals. Of particular relevance to this submission, the 'key moves' include:
  - (a) Creating a vibrant heart through redevelopment of multiple streets in Manukau Central and overhauling the public realm ('Key move two');<sup>3</sup> and
  - (b) Enhancing community connectivity by further developing the public transport network and spreading a safe cycling and walking network to improve community connections ('Key move five').<sup>4</sup>

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1 Transform Manukau: Renewal of Manukau Central High Level Project Plan (April 2016) at page 20. Available at: [manukau high level project plan.pdf \(ekepanuku.co.nz\)](https://www.ekepanuku.co.nz/manukau-high-level-project-plan.pdf)

2 At 13.

3 At 14.

4 At 14.

16. As part of the Transform Manukau Programme, Eke Panuku is leading the delivery of several different public realm projects that overlap with the proposed designation and works associated with NoR 2. Eke Panuku is concerned that certain aspects of the NoR (as notified) will compromise its ability to achieve regeneration outcomes in accordance with the Framework Plan and HLPP.

## REASONS FOR SUBMISSION

### General reasons for submission

17. Eke Panuku seeks modifications to the NoR, and the imposition of conditions, to:
- (a) promote the sustainable management of natural and physical resources in southern Auckland and achieve Part 2 of the RMA;
  - (b) appropriately avoid, remedy or mitigate the adverse effects of the proposal on the environment;
  - (c) achieve consistency with any relevant provisions of the relevant planning documents, including the Auckland Unitary Plan;
  - (d) take into account alternative sites, routes, or methods of undertaking the work;
  - (e) achieve the objectives of the requiring authority; and
  - (f) take into account other relevant matters, including relevant strategic planning documents such as the HLPP and the Framework Plan.
18. Without limiting the generality of these reasons, Eke Panuku has concerns about the impacts of the proposal (during both construction and operational phases) on specific sites in Manukau, including the Manukau Sports Bowl site and Hayman Park. These concerns are detailed in the following sections of this submission.

### Specific concerns in relation to the Manukau Sports Bowl site

19. The Manukau Sports Bowl site comprises approximately 21 ha of open space near the Manukau City Centre. The site provides important opportunities for redevelopment and is identified in the HLPP and Framework Plan.
20. To realise these opportunities, the Council has developed the Manukau Sports Bowl Master Plan (**Master Plan**) in collaboration with mana whenua and the local community. The Master Plan was adopted by the Ōtara-Papatoetoe Local Board in February 2023 following two rounds of public consultation.<sup>5</sup> It sets the design strategy and spatial arrangement for future development of the site over the next thirty years.

21. The NoR proposes to designate approximately 8,145 m<sup>2</sup> of land within the Manukau Sports Bowl site for stormwater management purposes.<sup>6</sup> The proposed stormwater management area is located within the south-eastern corner of the site on land that was identified, through the master plan process, for use as a play area, shared path and potential residential development in the future.<sup>7</sup>
22. Eke Panuku is opposed to including the proposed stormwater management area within the designated area because it would undermine its ability to implement the Master Plan. Eke Panuku is particularly concerned about the adverse effects of the proposed stormwater management area, which include:
- (a) loss of open space and associated recreation opportunities such as informal play, loop walks or community spaces;
  - (b) the location creates a direct spatial conflict with planned community facilities including the 'children's play hub';
  - (c) reduced connectivity and access to the proposed wider walking and cycling network and to the surrounding neighbourhoods; and
  - (d) limit future residential development that would provide more housing in this location.
23. The Assessment of Flood Effects provided in support of the NoR identifies the proposed stormwater management area and simply states:<sup>8</sup>
- The higher post development peak runoff during the 100 year event can be reduced by the provision of storage within the proposed raingardens near the Manukau Sports Bowl and the proposed new wetland within Hayman Park.
24. The Assessment of Flood Effects does not link the proposed stormwater management area to stormwater requirements or include any consideration of alternative sites or methods. The proposed stormwater management approach also appears inconsistent with the philosophy outlined in section 6.4 and Figure 10 of the Assessment of Environmental Effects (**AEE**).
25. Eke Panuku considers alternative options are available that would provide for appropriate management of stormwater effects while minimising impacts on the Manukau Sports Bowl site. Therefore, Eke Panuku seeks a recommendation that NoR 2 is modified by removing the proposed stormwater management area within the Manukau Sports Bowl site from the designation.

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6 Designation Plan 'Land to be Designated Airport to Botany Rapid Transit Upgrade (Drawing No SGA-PA-035; Sheet No 5).

7 Manukau Sports Bowl Master Plan 2023 at pages 47-50.

8 At 31.



26. The AEE states, “the Project Team will continue working with Eke Panuku on the Project including the integrated stormwater treatment device in Hayman Park and Manukau Sports Bowl”. Eke Panuku welcomes the continuation of constructive discussions to determine an appropriate option and location for stormwater management for the busway. To this end, Eke Panuku requests the inclusion of conditions providing for effective stakeholder input (including Auckland Transport, Eke Panuku, the Ōtara–Papatoetoe Local Board and the Council) in determining an appropriate stormwater management approach in relation to the Manukau Sports Bowl.

### **Specific concerns in relation to proposed alignment along Davies Avenue**

27. Hayman Park is a large (10.3 ha) open space within the Transform Manukau area. It is bound by Davies Avenue to the east, Manukau Station Road to the south, Lambie Drive to the west and Ronwood Avenue to the north. The southern boundary is adjacent to the Manukau Institute of Technology and the Manukau Station transport hub. The Park’s proximity to transport and educational facilities makes it an important recreation area within Manukau City Centre.
28. The proposed BRT lane shown in the General Arrangement Plan and within the options assessment adopts a western route alignment along Davies Avenue adjacent to the eastern boundary of Hayman Park. The NoR 2 alignment encroaches on Hayman Park by including an indented area of approximately 118 m<sup>2</sup> of the Park within the designation for station platforms.
29. Eke Panuku does not support the General Arrangement Plans as they relate to Davies Avenue, including:
- (a) the proposed encroachment of the designation into Hayman Park for the station platforms; and
  - (b) the absence of walking and cycling paths adjacent to Hayman Park.
30. Eke Panuku has concerns that include, but are not limited to:
- (a) Adverse effects on access to Hayman Park during construction and operation of NoR 2, including the further severance of the Park from the surrounding urban environment and loss of appropriately located mobility parking spaces.
  - (b) Adverse effects on the urban interface and streetscape design between Hayman Park and Davies Avenue, including as a result of the removal of existing vegetation, street furniture, car parks and footpath.
  - (c) Adverse visual and amenity effects, including as a result of the proposed BRT station, encroachment on Hayman Park and a hard western alignment of the BRT which reduces permeability and legibility.
  - (d) Adverse effects on connectivity between the Park and surrounding streets including to Amersham Way and Putney Way.

31. Eke Panuku is also concerned about the adverse effects of the proposal on a series of development sites located along Davies Avenue.
32. Eke Panuku requests the following modifications to NoR 2 and/or the conditions:
- (a) Remove the area identified for a BRT station from Hayman Park and constrain the footprint of NoR 2 so it remains within the existing road corridor;
  - (b) Adopt an alignment for the BRT route along Davies Avenue that provides for walking and cycling paths adjacent to Hayman Park; and
  - (c) Provide for Eke Panuku to be involved in the urban design processes as set out further below.

### **Recognition of Eke Panuku role in leading urban regeneration and involvement in urban design processes**

33. Eke Panuku has some concerns about the lack of detail and information provided in support of the NoR. As outlined in this submission, Eke Panuku does not support aspects of the NoR (as notified) because it would result in adverse effects that compromise its ability to deliver regeneration outcomes consistent with the HLPP, Framework Plan and the Manukau Sports Bowl Master Plan.
34. The proposed BRT route will impact a number of future streetscape projects within the Transform Manukau area including walking and cycling upgrades projects proposed to be delivered by Eke Panuku along Cavendish Drive, Sharkey Street, Amersham Way, Davies Avenue and Ronwood Avenue. It will also interact with several sites that Eke Panuku has identified for public realm upgrades (eg Manukau Sports Bowl site and Hayman Park) or future development (eg future development sites along Davies Avenue).
35. Eke Panuku seeks the inclusion of conditions that recognise its role in leading the delivery of urban regeneration outcomes within the Transform Manukau area, provide for its involvement specifically in the preparation of the Urban and Landscape Design Management Plan (**ULDMP**) or any other management plan (as required) and ensure the A2B project will otherwise appropriately integrate with existing and planned development, achieve consistency with the HLPP and Framework Plan, create high-quality civic spaces and balance the needs of private vehicles, buses pedestrians and cyclists.

### **Transport and Parking**

36. Eke Panuku is concerned that there may not be appropriate access to public open space, including Hayman Park, during construction. It seeks that this be addressed through the Construction Traffic Management Plan.
37. Eke Panuku considers there is a need to provide for appropriate management of operational effects on access to Hayman Park through additional conditions. In particular, Eke Panuku requests the inclusion of conditions that provide for safe access, via crossings, from the surrounding city centre to Hayman Park including at Amersham Way.

38. Eke Panuku is also concerned about the loss of mobility parking spaces on Davies Avenue. It seeks amendments to the conditions and associated plans to ensure appropriate mobility parking spaces are provided in proximity to the Hayman Park playground.

### RECOMMENDATIONS SOUGHT

39. Eke Panuku seeks that the Council recommend the following modifications to NoR 2:
- (a) Amend the proposed NoR 2 boundaries to exclude the identified stormwater management area within the Manukau Sports Bowl site, and provide for a more suitable and appropriate method of stormwater management;
  - (b) Amend the proposed NoR 2 boundaries to exclude the indented area of Hayman Park adjacent to Davies Avenue, which relates to the proposed station platforms; and
  - (c) Amend the proposed NoR 2 description and General Arrangement Plans to adopt a BRT route along Davies Avenue that provides for walking and cycling paths adjacent to Hayman Park.
40. Eke Panuku also seeks that the Council recommend the following:
- (a) A new condition that incorporates the stormwater management approach as shown in Figure 10 of the AEE.
  - (b) A new condition that provides for and requires Eke Panuku (and other stakeholder) input in determination of the stormwater management approach in relation to the Manukau Sports Bowl.
  - (c) A new condition that acknowledges the role of Eke Panuku as a principal partner that requires meaningful engagement as the BRT corridor travels through the Transform Manukau project area and interacts with several sites that are subject to regeneration proposals (for example, a condition similar to condition 5 (Te Ākitai Waiohua – Southwest Gateway Programme).
  - (d) Amendments to the conditions, including condition 13, to:
    - (i) To identify Eke Panuku (or its successor) as a specific organisation required to participate in all stages of the preparation of the ULDMP; and
    - (ii) Prescribe design guidelines for the ULPMP that achieve appropriate connectivity and integration with existing and planned development consistent with the HLPP and Framework Plan, and create high-quality civic spaces and balance the needs of private vehicles, buses pedestrians and cyclists.

- (e) Amendments to condition 18 to require the Construction Traffic Management Plan to provide appropriate access to public open space, including Hayman Park, during construction.
  - (f) Amendments to the conditions and associated plans to require mobility spaces on Davies Avenue be relocated to a place that retains appropriate accessibility to the Hayman Park playground.
- 41.** In addition, Eke Panuku seeks such further relief or consequential amendments as considered appropriate and necessary to address the concerns in this submission.
- 42.** Eke Panuku wishes to be heard in support of its submission.

11 April 2023



---

Tim Fischer / Tracey Turner  
Counsel for Eke Panuku

Electronic address for service of submitter: [tim.fischer@simpsongrierson.com](mailto:tim.fischer@simpsongrierson.com)  
Telephone: +64 21 942 295  
Postal address: Private Bag 92518, Auckland 1141, New Zealand  
Contact person: Tim Fischer, Simpson Grierson

# SUBMISSION ON NOTICE OF REQUIREMENT 2 and 3 (Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) and Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange) (Auckland Transport)

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To: Auckland Council  
[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

Name of Submitter: Quadrant Properties Ltd

**Quadrant Properties Ltd** provides this submission on Notice of Requirements – Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue) (“**NOR 2**”) and Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange (“**NOR 3**”) to the Auckland Unitary Plan (“**the NOR’s**”).

The purpose of the NOR’s as summarised within the Assessment of Environmental Effects (‘**AAE**’) submitted with the application is for the “*Construction, operation and maintenance of a BRT corridor and walking and cycling facilities*”<sup>1</sup>. NOR 2 comprises a proposed designation of approximately 6.4 km long from Rongomai Park to Plunket Avenue on Puhinui Road. NOR 3 comprises a proposed designation extent of approximately 1.9 km long from Plunket Avenue to the SH20/20B interchange<sup>2</sup>.

The submitter is the property manager of five properties along the NOR’s alignment, all of which are owned by Lewis Holdings Ltd whom would be directly affected by the proposal, including required land acquisition. These properties include:

1. 285 Puhinui Road
2. 305 Puhinui Road
3. 307 Puhinui Road
4. 7 Ronwood Ave
5. 9 Ronwood Ave

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<sup>1</sup> Section 7.6 of the Assessment of Environmental Effects

<sup>2</sup> Section 7.6 of the Assessment of Environmental Effects

**The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.**

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **opposes** the application for the NOR subject to the following relief sought.

**The reasons for the submitter's opposition are:**

1. The timeframe provided to review and provide submissions is insufficient and unreasonable given the size, scale, and implications of the proposal. The submitter was made aware of the consultation period beginning by way of a letter dated 10 March 2023, being the date the NOR's were notified. However, the submitter only received this letter on 20 March 2023, giving only 14 working days with which to review and submit on the proposed designation.
2. The information provided with the application lacks clarity and detail, particularly as it relates to the width of the proposed designation, interface with and implications for adjoining properties.
3. The submitter is concerned that the Requiring Authority is designating more land than required. Large parts of the Submitters properties are proposed to be designated; however, this does not appear to be required for the proposed physical works themselves. Given the designation is proposed to be in place for 15 years, and given the boundaries are likely to impact existing and future development along the Project alignment for some time, the submitter considers that designating this extent of land would compromise urban development and is not an efficient nor effective use of land.
4. As proposed, the NOR's would enable the Requiring Authority to increase in the level of flooding toward adjoining properties. The submitter considers that flooding effects should be managed within the NOR boundary, and not worsened as it relates to neighbouring properties.
5. The NOR's would not promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ("the Act");
6. The NOR's will, as a result, adverse impact the ability of the submitter to provide for their social, economic, and cultural wellbeing.

**Relief sought**

The Submitter seeks the following decision from Auckland Council in respect of the NOR's:

- That the designation boundaries are amended so that there is no encroachment of the Submitters property boundaries including by physical infrastructure, and all physical infrastructure including but not limited to- bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor;
- If unavoidable, that any earthworks and battering extents beyond the existing property boundary are to be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land;
- That the designation boundaries are amended to align with the above;

- That a condition is included to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties.
- Such other consequential amendments to the provisions of the NOR's as may be necessary to give effect to the relief sought in this submission.

**The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.**



Michael Campbell  
Campbell Brown Planning Limited  
For and on behalf of Quadrant Properties Limited as its duly authorised agent.

11 April 2023

**Address for service of submitter:**

C/- Campbell Brown Planning Limited  
PO Box 147001  
Ponsonby  
**AUCKLAND 1144**

**Attention:** Michael Campbell  
  
**Telephone:** (09) 394 1694  
**Mobile:** 021845327  
**Email:** michael@campbellbrown.co.nz



## Arena Williams

MP for Manurewa

[arena.williams@parliament.govt.nz](mailto:arena.williams@parliament.govt.nz)  
Freepost PO Box 18 888  
Parliament Buildings, Wellington 6160

**Electorate Office**  
09 267 1180

[f /ArenaWilliamsManurewa](#)  
[t @arenaa](#)

6 April 2023

Auckland Council Unitary Plan  
Private Bag 92300  
Auckland, 1142  
By email [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

### **Airport to Botany Transit project**

I am in favour of improved public transport links in South Auckland that provide affordable and accessible options for local communities and residents. South Auckland needs modern and wide arterial routes, but to make those sustainable and usable for locals, communities need to be heard and involved in decision making.

In this regard, I am writing this submission on the proposed public works in Papatoetoe as part of the Airport to Botany Rapid Bus Transit project ('the project').

The official reference is "Notice of Requirement 2: Bus Rapid Transit - Rongomai Park to Puhinui Station in the vicinity of Plunket Avenue" and "Notice of Requirement 3: Bus Rapid Transit – Puhinui Station in the vicinity of Plunket Avenue to SH20/20B Interchange".

### **Households impacted by the project**

I understand approximately 300 households in the Manurewa electorate are impacted by Notices of Requirement 2 and 3 in this project. Attached is the map of affected households.

These households are part of a long-standing, close-knit community. Many residents in this area have been living in their homes for decades, and some households are multi-generational. The community has faced significant challenges together, including the 2021 tornado that resulted in the loss of one life and left 63 homes uninhabitable. The community is relatively poorer and slightly older than the average across the electorate. There is also a growing migrant and refugee population that have made this community their home. Several kura are also in the impacted area, including Puhinui School on Puhinui Road.

### **My role in the process**

As the local MP, I see it as my role to make sure my constituents can have their say on local issues which affect them. In this regard, I have hosted three community meetings on this specific topic in the past six months, in addition to door-knocking, phone calls and email correspondence with individual constituents.





### Feedback from three community meetings

On 21 October 2022, at a meeting I hosted outside Puhinui station attended by 40 residents, it was emphasized by residents that the disruption was more than just a financial cost to property prices. The view was that the proposed works had created immediate uncertainty and concern that it would change the character of the entire neighbourhood.

On 25 October 2022, at the request of residents, I wrote to Te Tupu Ngatahi/Supporting Growth, C/- Auckland Transport, conveying resident's requests for (a) a community meeting with transport planners, (b) publication by Te Tupu Ngatahi of a map showing affected houses on Puhinui Road, and (c) information about the preferred route, alternatives considered, and analysis on the impact on the community.

On 30 November 2022, I hosted a community meeting with representatives of Auckland Transport. I thank Auckland Transport for attending, which was also appreciated by residents. Nevertheless, while a community meeting was held and a map of affected properties was shown to residents who were present, residents expressed concern there was no public distribution of this map, nor was information made available about how the preferred route was determined, what alternatives were considered, and whether this analysis took into account the disruption to the Papatoetoe community.

On 24 March 2023, I organized a gathering of key community leaders to hear their concerns about the submission process following the Notice of Requirement. I reached out to the Friends of Submitter service that was advertised, asking their representatives to attend the meeting, but the invitation was declined. I was told that the service was only available by email and phone.

While residents do want better public transport and arterial routes in South Auckland, they have specific concerns about this project, including:

### Lack of information sharing with community

Despite some efforts, residents expressed concern about the lack of information sharing with the community.

In mid-2022, some residents received letters informing them that the draft designation boundaries of the project may affect their properties, and that the designation process would likely happen by the end of 2022. For many residents this was the first time they had heard of the project and the impact on their properties and community.



Despite some information available at the community meeting in November 2022, and some official information online from December 2022, the first opportunity for most residents to see details was when households received the Notice of Requirement on 10 March 2023, which explained the impact on individual properties.

### **No opportunity to input into the drafting process**

Residents wanted to be included in the planning process before designation boundaries were made.

Residents noted that there was no consultation process to propose alternative routes. Once decided, there was also no opportunity to suggest modifications to draft designation boundaries to take into account local concerns, such as safe pedestrian access for students at schools and kura around Puhinui Road, or the continued need for private carparking for residents and public carparking for local business.

### **Lack of support for submission process**

During the part of the process which related to the Notice of Requirement, the approach of pursuing only formal written communication to each household left individual residents in the community feeling isolated and unsupported in the process.

Many residents raised with me their confusion about the complex technical language in the Notice, and the numerous large files attached to the Notice which were only available online. Not all households have access to high-speed internet and some residents have difficulty communicating in English.

### **Lack of time for submission process**

Residents noted that the deadline of 11 April 2023 set for submissions was too short. It was limited to only 20 working days, and that this timeline included the four-day Easter holiday and the start of school holidays.

Several residents noted that their non-office jobs and shift-work did not afford them the time during the week to read the documents or write a submission.

Many residents informed me that they would have wanted to make a submission but would not be able to by the deadline.





## Arena Williams

MP for Manurewa

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[t](#) @arenaa

### 15-year extended lapse period

Residents also raised concern with the lack of consultation about the extended lapse period of 15 years that has been proposed. I understand under the Resource Management Act a designation lapses on the expiry of 5 years, unless a different period is specified. The project proposal states that "there is a need to designate the corridor from inappropriate development until funding is allocated, and therefore a lapse period of 15 years is required". For many residents this is the first time they had heard of this extended timeline.

The 15-year timeline also raises further questions why only 20-working days was provided for submissions on this complex project.

### Hearing

I do not wish to be heard, but I will attend a hearing to support residents who continue to wish to be heard in this process.

Kia ora

A handwritten signature in black ink, appearing to read "Arena Williams".

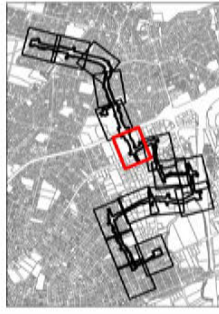
Arena Williams  
MP for Manurewa



**Designation Plan**  
 Land to be Designated  
 Airport to Botany Rapid Transit Upgrade

**Legend**

- Proposed Designation
- Parcel Boundary
- Property ID



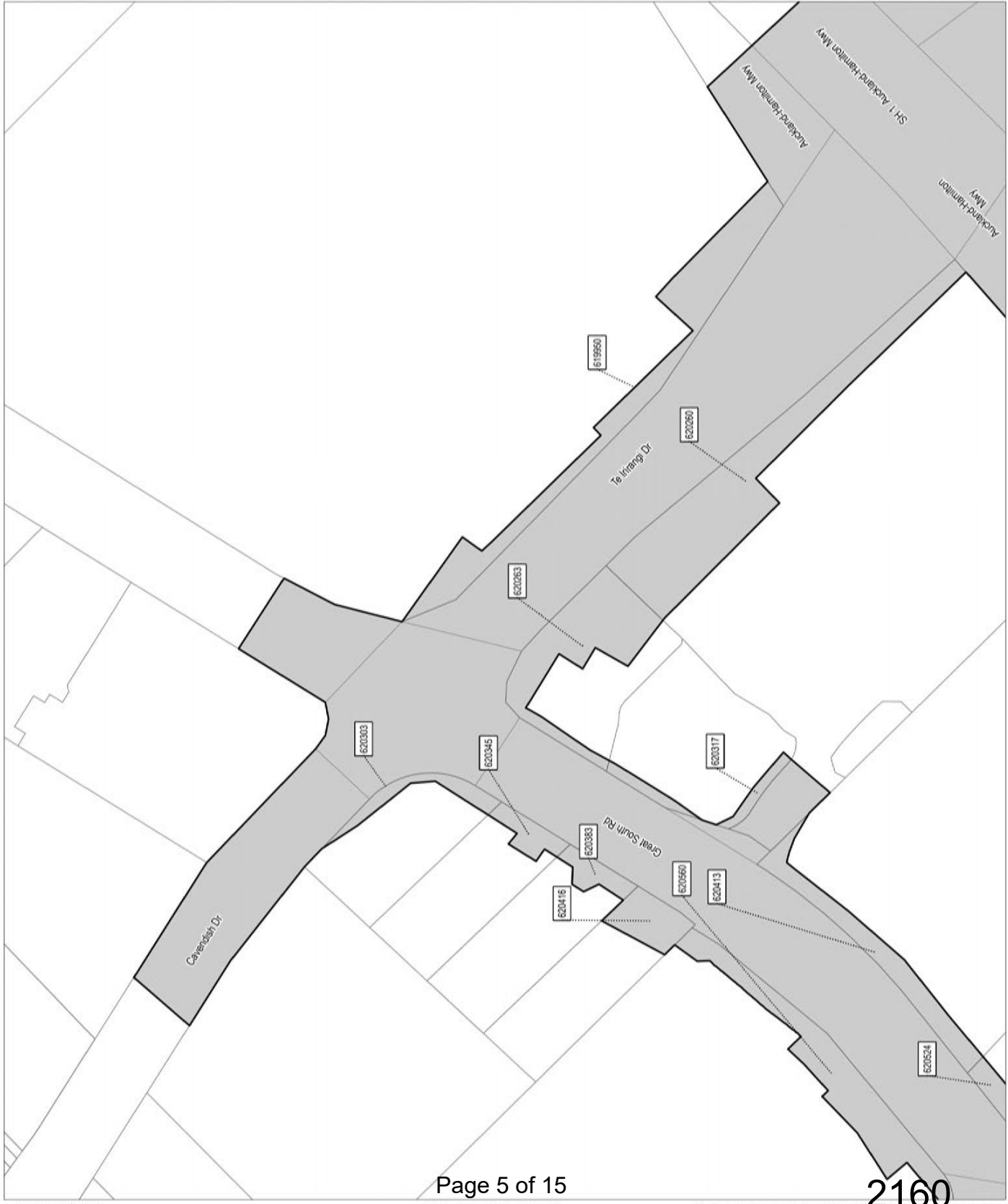
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Map Scale @ A3: 1:1,500

Number	Author	Version	Approved	Date

Client: Auckland Transport / Waka Kotahi  
 Discipline: GIS  
 Drawing No: SGA-PA-035  
 Sheet No: 14 of 15

Project: Airport to Botany Rapid Transit Upgrade  
 #74











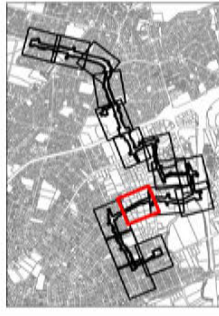




# Designation Plan

Land to be Designated  
Airport to Botany Rapid Transit Upgrade

- Legend**
- Proposed Designation
  - Parcel Boundary
  - Property ID



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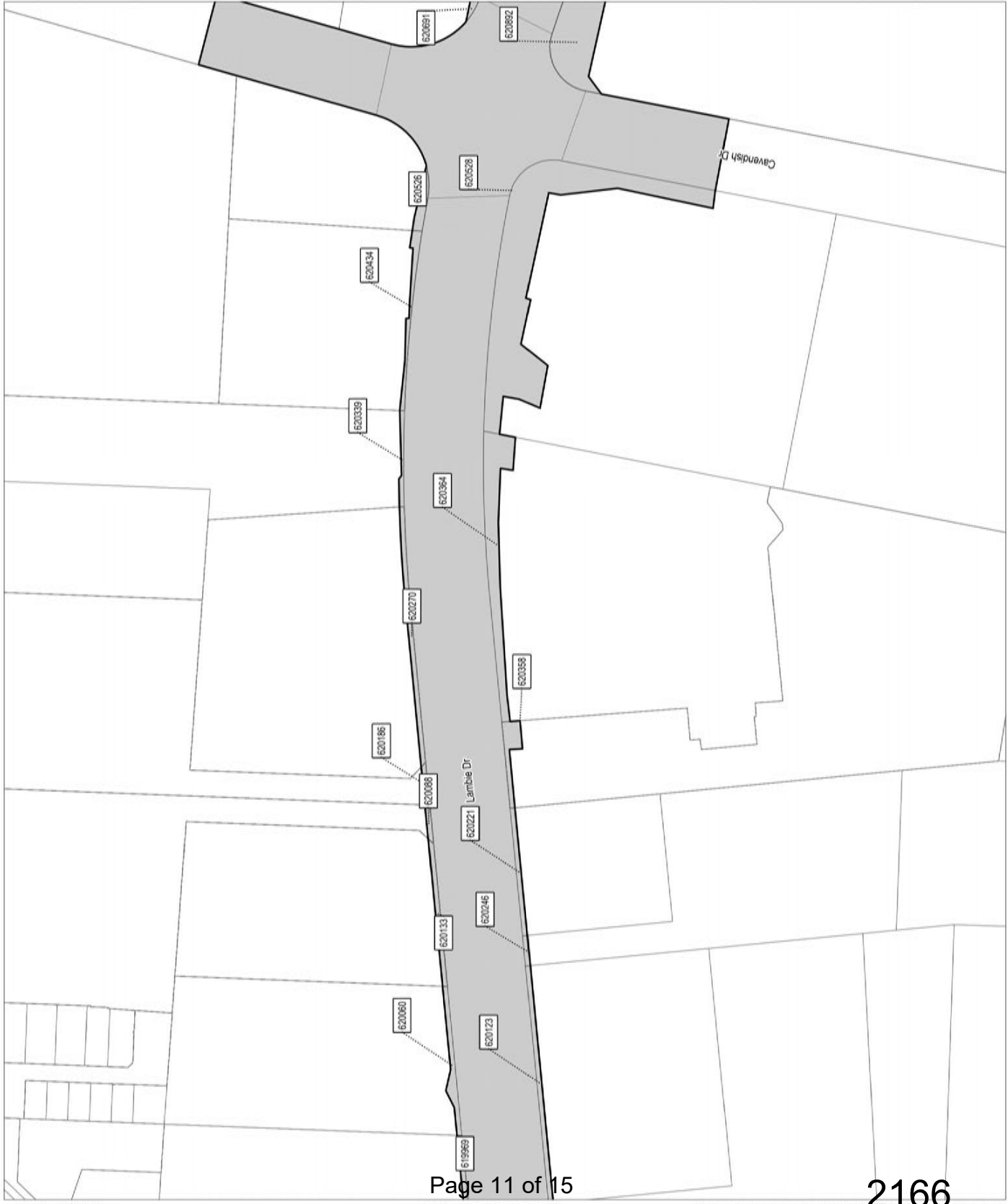
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Client: Auckland Transport / Waka Kotahi  
Discipline: GIS

Project: Airport to Botany Rapid Transit Upgrade  
Drawing No: SGA-PA-435  
Sheet No: 13 of 15

#74



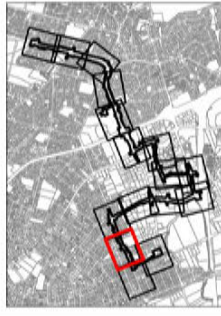


# Designation Plan

Land to be Designated  
Airport to Botany Rapid Transit Upgrade

**Legend**

- Proposed Designation
- Parcel Boundary
- Property ID



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Revision	Author	Checked	Approved	Date

Client: Auckland Transport / Waka Kotahi  
Discipline: GIS

Project: Airport to Botany Rapid Transit Upgrade  
Drawing No: SGA-PA-035  
Sheet No: 14 of 15






#74

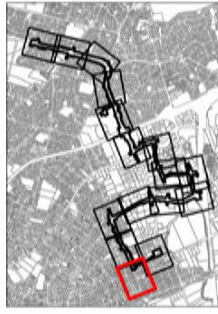


# Designation Plan

Land to be Designated  
Airport to Botany Rapid Transit Upgrade

## Legend

-  Proposed Designation
-  Parcel Boundary
-  Property ID



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Revision	Author	Initials	Approved	Date

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Client: Auckland Transport / Waka Kotahi  
Discipline: GIS

Project: Airport to Botany Rapid Transit Upgrade  
Drawing No: SGA-PA-035  
Sheet No: 15 of 15

#74

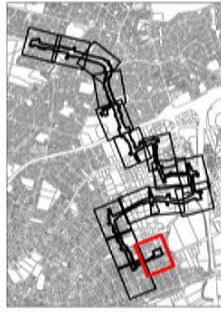


New Zealand Government



**Designation Plan**  
Land to be Designated  
Airport to Botany Rapid Transit Upgrade

- Legend**
- Proposed Designation
  - Parcel Boundary
  - Property ID



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Author	Alter	Number	Approved	Date

Client: Auckland Transport / Nisha Kozahl  
Discipline: GIS

Project: Airport to Botany Rapid Transit Upgrade  
Drawing No: SGA-PA-035  
Sheet No: 15 of 15

#74



Form 21

Submission on requirements for designations

**To:** Auckland Council  
Private Bag 92300  
Auckland 1142  
[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**Name of submitter:** Aotearoa Towers Group (ATG)  
Private Bag 92161  
Auckland 1142

Chorus New Zealand Limited (Chorus)  
PO Box 632  
Wellington

Connexa Limited (Connexa)  
167 Victoria St West  
Auckland

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

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

Two Degrees Mobile Limited (2degrees)  
PO Box 8355  
Symonds Street  
Auckland 1150

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

**The Proposal:**

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects from Botany to Auckland International Airport:

- Alteration of Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport;
- Bus Rapid Transit – SH20/20B Interchange to Orrs Road (Auckland Transport)
- Bus Rapid Transit – Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange (Auckland Transport)
- Rongomai Park to Puhunui Station (in the vicinity of Plunket Avenue) (Auckland Transport)
- Bus Rapid Transit – Botany to Rongomai Park (Auckland Transport)

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

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

The designations in their entirety, and in particular the conditions of the designations that relate to network utilities.

**The Telecommunications Submitters' submission is that:**

The Telecommunications Submitters have no position on the overall Botany to Auckland International Airport package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridor are adequately addressed. The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work



solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

### **Existing Infrastructure**

A summary of existing infrastructure located in the project footprints is as follows:

- Chorus fibre and copper lines.
- 8 mobile network sites operated by the various mobile network providers.

### **Future Infrastructure Requirements**

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was

an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)<sup>1</sup>.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

### **Consultation with Telecommunications Network Utility Operators**

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. Whilst the notices of requirement have a Network Utility Management Plan (NUMP) condition, this does not specify who the relevant entities are to be consulted on development of that plan. The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Chorus (in regard to communications lines). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which are often include facilities located in roads. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (which will rebrand in due course to FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

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<sup>1</sup> East West Link Condition NU2, W2W Condition 24A

**The Telecommunications Submitters seeks the following decision from the Requiring Authority:**

Amend the NUMP condition by adding an advice note for each notice of requirement as follows:

***Network Utility Management Plan (NUMP)***

- (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.*
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:
  - (i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;*
  - (ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; and*
  - (iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical Hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.**
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) (including Auckland International Airport Limited who have existing assets that are directly affected by the Project.*
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator (including Auckland International Airport Limited) in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator (including Auckland International Airport Limited) shall be considered when finalising the NUMP.*

(g) Any amendments to the NUMP related to the assets of a Network Utility Operator (including Auckland International Airport Limited) shall be prepared in consultation with that asset owner.

**Advice Note:**

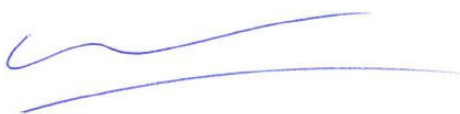
**For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark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

Add a new condition to each notice of requirement as follows:

**XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.**

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

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



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

Date: 5 April 2023

**Address for service of submitter:**

Chris Horne

Incite

PO Box 3082

Auckland

**Telephone:** 0274 794 980

**E-mail:** [chris@incite.co.nz](mailto:chris@incite.co.nz)

**SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF  
REQUIREMENT FOR THE AIRPORT TO BOTANY BUS RAPID TRANSIT PROJECT BY  
KĀINGA ORA HOMES AND COMMUNITIES**

**TO:** Auckland Council  
Private Bag 92300  
Victoria Street West  
Auckland 1010

*Submission via email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)*

**KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora)** at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the Airport to Botany Bus Rapid Transit Project (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

### **Background**

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
  - (a) being a world class public housing landlord; and
  - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:
  - (a) provide people with good quality, affordable housing choices that meet diverse needs; and

- (b) support good access to jobs, amenities and services; and
  - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
  5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings<sup>1</sup>. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
  6. Within Auckland, there are 7,494 applicants on the Ministry of Social Developments housing waitlist as of December 2022<sup>2</sup>, all requiring a range of housing sizes from 1-5+ bedrooms. Of these, 19% are located within the Manukau and Howick Ward's, these being the two wards directly affected by the Project. Combined these comprise approximately 3% of the total area of Auckland, within which there is almost one fifth of the social housing demand. There is high demand for new and existing social housing within the area.
  7. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
  8. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong

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<sup>1</sup> As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

<sup>2</sup> Ministry of Social Developments Housing Register December 2022

relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.

9. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission. Kāinga Ora has identified approximately 269 sites (comprising 483 units) which will be affected, these comprising:
  - a) 41 sites (50 units) of which are proposed to be fully acquired;
  - b) 48 sites (comprising 160 units) of which are proposed to be partially acquired;
  - c) A further 115 sites (comprising 158 units) are located within 50m of the proposed designation boundaries and 65 sites (comprising 115 units) are located within 50-100m of the proposed designation boundaries, being within the 100m assessment extent and considered a '*Protected Premises and Facility*' (**PPF**) within an urban area<sup>33</sup>; and
  - d) There are approx. 1,230 Kāinga Ora units located within a 1,200m walkable catchment from the 9 proposed rapid transit stops (**RTS**), representing nearly 10% of the total number of dwellings within these walkable catchments, which will positively support and contribute to the patronage of the Bus Rapid Transit (**BRT**) service. In particular, a majority of these Kāinga Ora units (approx. 83.5%) are located between the Ormiston Road and Diorella Drive section of the Project. Kāinga Ora therefore has an interest in ensuring that its tenants' access and connectivity to the RTS are maximised.
10. Tenancies within Kāinga Ora's housing portfolio within the Local Board areas impacted by the Project are very stable, with the current occupancy rate sitting at approximately 99.79%, and the average tenancy length being 11 years. Of those properties proposed to be acquired by the Project, the average tenancy length is 13 years. Most households (comprising a mixture of housing compositions and ages) wish to remain in the area because of their existing connections and close-knit community and for their children to stay within the same school and avoid the disruption of being relocated.
11. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land

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<sup>33</sup> NZS6806



supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

12. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

### **Wider Context**

13. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
  - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
  - b) providing a leadership or coordination role more generally.
14. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

### *The Government Policy Statement on Housing and Urban Development 2021 ("GPS-HUD")*

15. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
  - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

*The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)*

- 16. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 17. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

### Scope of Submission

18. The submission relates to the five NoR's for the Airport to Botany Bus Rapid Transit Project in their entirety.

### The Submission is:

19. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide to provide a BRT Corridor and associated walking and cycling facilities<sup>4</sup>:
- (a) Widen the existing Te Irirangi Drive between Botany Town Centre and Rongomai Park (**NoR 1**);
  - (b) Widen numerous roads between Rongomai Park and Plunket Avenue (**NoR 2**);
  - (c) Widen the existing Puhinui Road reserve between Plunket Avenue and the Stage Highway (**SH**) 20/20B interchange, the provision of a BRT bridge to Puhinui Station, and associated widening of streets around Puhinui Station (**NoR 3**);
  - (d) Extension of Puhinui Road Reserve between SH20/20B interchange and Orrs Road (**NoR 4a**); and
  - (e) Widening of SH 20B corridor between SH20/20B and Manukau Memorial Gardens (an alteration to existing designation 6717) (**NoR 4b**)
20. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
21. In particular, but without limiting the generality of the above:
- a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project. Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

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<sup>4</sup> Refer Section 1 of the AEE for specific details.

- a) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
  - b) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (**OPW**), the Mana Whenua Partnership Forum (**MWPF**), Stakeholder Communication and Engagement Management Plan (**SEEMP**), Development Response Management Plan (**DRMP**), Urban Landscape Design Management Plan (**ULDMP**), Construction Environmental Management Plan (**CEMP**), Cultural Monitoring Plan (**CMP**), Construction Traffic Management Plan (**CTMP**), Construction Noise and Vibration Management Plan (**CNVMP**), Construction Noise and Vibration Management Schedule (**CNVMS**), Historic Heritage Management Plan (**HHMP**); Ecological Management Plan (**EMP**); Tree Management Plan (**TMP**), and a Network Utility Management Plan (**NUMP**).
22. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

### **Kāinga Ora as a Key Stakeholder**

#### *Displacement of Kāinga Ora Tenants and Customers*

23. As discussed above, Kāinga Ora has a large land holding and associated high numbers of residents that will be affected by the Project, including four community group housing and a transitional housing facility. Kāinga Ora also has a large number of properties and residents within the wider catchment that would be served by the Project. Demand for housing is high within the Project area, and people wish to stay in the area. Kāinga Ora is concerned that the proposal will result in the displacement of at least 212 tenants from 61 Kāinga Ora dwellings which would be removed as a result of the Project. This equates to approximately 14.6% of Kāinga Ora customers and 12.6% of Kāinga Ora managed stock within 100m of the Project's designation

boundary, exacerbating the already significant issues associated of a lack of social housing, in an environment where demand is so high.

24. A number of the Kāinga Ora properties and the associated communities that will be affected by the Project are also subject to the Auckland Unitary Plan's Moderate Aircraft Noise Area Overlay (**MANA**). Kāinga Ora has submitted on the constraints of the MANA Overlay in Proposed Plan Change 78 (**PPC78**). However, the MANA Overlay currently provides for residential development at an average density of one dwelling per 400m<sup>2</sup> for properties located within the MANA. This presents additional significant challenges to Kāinga Ora when attempting to re-home residents in their communities whose dwellings have been acquired by the Project, and presents a potential increased social effect of displacement of these communities. Given the number of Kāinga Ora landholdings within the designation area, engagement with Kāinga Ora should begin at an early stage to address the effects of displacement on Kāinga Ora tenants as a result of the proposed property acquisition.

#### *Property Acquisition*

25. Kāinga Ora is concerned that the Requiring Authority is designating more land than they need to for the Project. It is noted that the designation boundaries are based on 'typical offsets' from similar projects. However, given the designation is proposed to be in place for 15 years, and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised. Kāinga Ora requests that they are involved, as a Key Stakeholder, in undertaking this refinement exercise as it relates to their portfolio.
26. In addition, Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

### *Kāinga Ora as a Key Stakeholder*

27. Kāinga Ora considers that they are a key affected party, and support that they have been identified as a key stakeholder by the Requiring Authority. However, as a key stakeholder, and given the significant potential displacement impacts discussed above, Kāinga Ora requests that they are involved specifically in the preparation of management plans and future OPWs for the Project, and seek amendments to the conditions to reflect this. Notwithstanding this, Kāinga Ora considers that the Requiring Authority should be mitigating the effects of the designation now where possible.

### **Well-Functioning Urban Environment – Accessibility Improvements**

#### *NPS-UD and Proposed Plan Change 78*

28. The NPS-UD seeks to enable intensification within a walkable catchment of existing and planned RTS<sup>5</sup>, as well as enable building heights, densities and urban form in and town centres that are commensurate with the level of community activity with these centres. As well as this, amendments to the RMA require the incorporation of Medium Density Residential Housing Standards (**MDRS**) across all residential zones, with some exceptions.
29. PPC78 implements both the NPS-UD and MDRS. Submissions on PPC78 have closed, and hearings are beginning, however a decision has not yet been made. This has been acknowledged within the Assessment of Environmental Effects (**AEE**) for the Project when discussing the receiving environment<sup>6</sup>.
30. Irrespective of this, the NPS-UD signifies a clear directive to encourage an increase in building heights, development density and urban form not only within, but also around town centres, and existing and planned RTS such as those proposed by the Project. It is expected that this would require an increase in development capacity, height and form along the alignment of the Project, for both residential and commercial / business activities. Likewise, Kāinga Ora considers that providing for such increases in urban form and density are exactly what transport infrastructure projects such as the proposed NoR are seeking to facilitate.

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<sup>5</sup> NPSUD Policy 3(c)

<sup>6</sup> Refer section 7.5 of the Assessment of Environmental Effects

31. In light of the above, and while it is acknowledged that the Project makes significant improvements to cycling and bus infrastructure along the Projects alignment, Kāinga Ora considers that greater emphasis should be placed on the importance of quality Urban Design outcomes, including addressing issues of severance, and improving connectivity, levels of services, travel mode priority and amenity for pedestrians, cyclists and micro-mobility options. These issues are discussed below.

### *Severance*

32. Kāinga Ora acknowledges that the effects of severance already occur along parts of the proposed BRT corridor, particularly along Te Irirangi Drive due to the number of traffic lanes, number of vehicles, the resulting dominance of vehicles and the lack of mid-block crossing points.
33. In addition to this, the block pattern of adjoining land uses, particularly that to the east of Te Irirangi Drive (being made up of numerous cul-de-sacs and dead-end roads) is not very permeable with respects to accessibility for pedestrians or active modes of transport. Consequently, connectivity, particularly at a pedestrian scale, is already restricted in this area.
34. However, Kāinga Ora is concerned that the Project will increase this severance effect further and in turn reduce connectivity by increasing the corridor width and making it harder to cross due to the provision of the central bus lanes. Kāinga Ora is concerned that the Project will further extend this severance from Ormiston Road along towards the Manukau Town Centre and through to Puhinui Road.
35. This severance effect is acknowledged within the AEE, which states<sup>7</sup>:
- “There will be increased community severance as a result of the Project. This is particularly evident on Puhinui Road where the centre running BRT corridor will restrict the ability of pedestrians to cross the road.”*
36. Kāinga Ora is concerned that adequate mitigation of these severance effects has not been provided and that opportunities for improving the effects of severance have not been fully considered. For example, Kāinga Ora is of the view that there are opportunities for additional safe mid-block crossing facilities along the Projects alignment, as well as the potential for additional stations to be provided. Increasing the

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<sup>7</sup> Refer AEE Section 9.6.3

number of mid-block crossings and stations would facilitate increased patronage of the BRT service.

37. As an example, Kāinga Ora has a significant number of tenants between the catchment of Ormiston Road and Dawson Road Stations, where a large residential catchment is serviced and the distance between stations currently proposed is approximately 1,600m. Kāinga Ora considers that a similar opportunity exists at the intersection of Te Irirangi and Hollyford Drives and Boundary Road. Both locations comprise a residential catchment with a high density of Kāinga Ora owned properties that could take advantage of the BRT service. An additional station would be well utilised by these existing and/or future Kāinga Ora tenants, which would in turn facilitate the use, and increase patronage of, the proposed BRT service given the density of customers it would serve.
38. Kāinga Ora requests that these aspects, are explored further in consultation with Kāinga Ora, with suitable changes made to the NoR.

#### *Travel Mode Priority*

39. Kāinga Ora acknowledges that the existing context, particularly the car dominated transport routes that currently make up the current road networks along the Protects alignment, provides significant challenges to achieving best practice urban design outcomes such as a high-quality and high-amenity pedestrian and cycling environment. Likewise, Kāinga Ora acknowledges that the proposal will result in improved provision for public transport, pedestrian and cycling accessibility when compared to the existing context.
40. However, Kāinga Ora considers that the Project provides a significant opportunity to better address these existing issues, and reconsider the arrangement of, and priority given to the various modes of travel. In particular, Kāinga Ora considers that prioritisation of travel modes for pedestrians, cyclists and public transport should be given over the private vehicle to achieve an efficient public transport route. As a result, Kāinga Ora seeks confirmation that Level of Service (**LoS**) for pedestrians, cyclists and public transport will be A, and conditions which specify that the safety and accessibility of active modes, micro-mobility and public transport will be prioritised over the private vehicle.



41. Kāinga Ora also considers that, given the length of the construction project, a key objective of the CTMP should be to provide these users with safe, direct and appealing routes of access during construction.
42. Kāinga Ora acknowledged that the Project proposes the removal of all give-way controlled slip lanes with associated intersection upgrades to “provide fully signalised vehicle and pedestrian movements, further reducing potential conflict with pedestrians and cyclists”<sup>8</sup> and that this has been identified as being one of the reasons where noticeable increases in delay and queue lengths are created. However, Kāinga Ora requests further information regarding how this interface and the treatment of these existing (to be altered) slip roads will be addressed, including how access will be retained while providing for an appropriate LoS for active modes.

#### *Micro-mobility and Active Mode Facilities*

43. Kāinga Ora notes that, as a result of the issues discussed above, many residents within the community will be required to walk long distances to / from the proposed bus stops to the neighbouring residential catchments. In order to mitigate this, and maximise accessibility to and from the proposed stations (and therefore patronage of the Project), Kāinga Ora is of the opinion that it will be important to provide for micro-mobility and active mode facilities at or nearby to the proposed RTS (i.e., cycle or scooter parking or storage etc). Conditions requiring the provision of such facilities when developing OPW are subsequently requested.

#### *Crime Prevention Through Environmental Design*

44. Kāinga Ora supports the requirement to provide details within the ULDMP of how the Project promotes a sense of personal safety by aligning with best practice guidelines such as Crime Prevention Through Environmental Design (**CPTED**) principals.

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<sup>8</sup> Refer Transport Assessment

## Flooding

45. The Assessment of Flooding Effects attached to the AEE lists the following positive effect<sup>9</sup>:

*"Raise the existing road levels to preventing flood flows across the road and reducing flood hazard (where this is not limited by existing flooding effects upstream) for road users"*

46. Kāinga Ora is concerned that this positive effect appears to be achieved at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed condition 14 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, condition 14 proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
47. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
48. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

## Noise and Vibration

### *Construction Noise and Vibration*

49. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
50. Kainga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

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<sup>9</sup> Section 4.1 of the submitted Assessment of Flooding Effects

### *Operational Noise and Vibration*

51. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.
52. Kāinga Ora considers that the effect of the Project is a cumulative effect to the noise environment, based on the changes to the roading transport infrastructure since the dwellings within the surrounding environment were built.
53. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)<sup>10</sup> where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
54. Consequently, Kāinga Ora requests further information regarding the health and safety effects of the Project (i.e., an assessment of these) including the cumulative effects, prior to the hearing. This does not appear to have been provided within the application documents due to the above, and due to the AEE not identifying this as a potential adverse effect.
55. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse

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<sup>10</sup> Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.

56. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)<sup>11</sup>, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

***WHO guidelines for Community Noise 1999 states the following in relation to dwellings***

***[page xiii]***

*... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB LAm<sub>ax</sub> for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.*

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<sup>11</sup> Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

***WHO Environmental Noise Guidelines for the European Region (2018) states the following***

***[page xiii]***

*Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.*

***[page xvi]***

*For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) Lden, as road traffic noise above this level is associated with adverse health effects.*

Based on the above, Ms Drewery adopted *55 dB LAeq(24 hour)* as the noise level above which potential health effects could occur and made subsequent recommendations for PPC51. Kainga Ora considers that it is appropriate that that any health effects arising from the operation of the road environment should be addressed and that the NOR should include conditions limiting noise beyond the designation boundary to *55 dB LAeq(24 hour)* consistent with the levels adopted by Ms Drewery. In circumstances where this can not be achieved then noise mitigation to affected receivers should be provided.

57. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
58. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
59. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require

further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.

60. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
61. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
62. Kāinga Ora requests that condition 28 (Low Noise Road Surface) is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

## **Other Items**

### *Utilities*

63. Kāinga Ora supports the preparation of a NUMP. Kāinga Ora considers that the NUMP should make also provision for potential upgrading and / or future proofing of existing infrastructure and utilities given changing urban environment, uplift in density likely to be facilitated by the Project and preference to avoid disturbance and rework in the future (i.e. post completion).

### *Validity of Advice Note – Designation Boundary*

64. Kāinga Ora has concerns with the validity of the advice note associated with condition 13 (UDLMP) which states that a front yard setback is not required from the designation boundary as the designation is not proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the

designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

### *Designation Review*

65. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable (proposed condition 3). While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

### **Relief Sought**

66. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority continues to engage with Kāinga Ora, prior to hearing, on the effects of displacement on Kāinga Ora tenants as a result of the proposed property acquisition.
  - (b) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
  - (c) That the Requiring Authority further explores, in consultation with Kāinga Ora, opportunities for additional safe mid-block crossing points and stations, including but not limited to between Ormiston and Dawson Roads, and at the intersection of Te Irirangi and Hollyford Drives and Boundary Road, as well as safe mid-block crossing points along the Project's length.
  - (d) That the Requiring Authority provides further information regarding how the interface and treatment of existing (to be altered) slip roads will be addressed, including how access will be retained while providing for an appropriate LoS for active modes.

- (e) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise, inclusive of the cumulative effects prior to the hearing.
  - (f) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) to (e) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.
67. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) That Kāinga Ora, as a key stakeholder, is explicitly included as partners to be involved in the preparation of management plans and future OPW's for the Project, with associated amendments to the conditions to reflect this.
  - (b) The provision of a condition that requires the LoS for pedestrians, cyclists and public transport will be 'A' along the Project's length.
  - (c) The provision of a condition that requires the safety and accessibility of active modes, micro-mobility and public transport to be prioritised over the private vehicle.
  - (d) That condition 18 (CTMP) be amended to identify a key objective of the CTMP as being to provide active and micro-mobility modal users with safe, direct and appealing routes of access during construction.
  - (e) The provision of a condition which requires the provision of facilities for micro-mobility and active modes at, or nearby to, RTS as part of future OPW's.
  - (f) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes requires and the OPW should demonstrate how safe alternative access will be provided.
  - (g) That condition 14 is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.



- (h) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
  - (i) That where the operational noise effects require mitigation, that the offer for mitigation is retained in perpetuity, until an offer is taken up.
  - (j) A condition requiring that the Requiring Authority undertake monitoring of operational noise be included within the designation.
  - (k) That condition 28 (low road noise) is amended to require this to be on all roads within the designation.
  - (l) That condition 27 (NUMP) be amended to include a requirement to provide for upgrading and / or future proofing of existing infrastructure and utilities in consultation with key stakeholders, including Kāinga Ora and utility providers.
  - (m) That condition 13 (ULDMP) is amended as attached in Attachment A.
  - (n) That condition 3 (Designation Review) should be amended to:
    - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
    - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
  - (o) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.
  - (p) Any other alternative or consequential relief to give effect to this submission.
68. In the absence of the relief sought, Kāinga Ora considers that the NoR:

- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
  - (b) will compromise urban development outcomes;
  - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
69. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
70. Kāinga Ora wishes to be heard in support of its submission.
71. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

**Dated** this 11<sup>th</sup> day of April 2023



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**Brendon Liggett**  
Manager – Development Planning  
Kāinga Ora Homes and Communities

**ADDRESSES FOR SERVICE:**

Campbell Brown Planning Ltd  
PO Box 147001  
Auckland  
Attention: Michael Campbell  
Email: [michael@campbellbrown.co.nz](mailto:michael@campbellbrown.co.nz)

Kāinga Ora – Homes and Communities  
PO Box 74598  
Greenlane, Auckland  
Attention: Jennifer Chivers  
Email: [developmentplanning@kaingaora.govt.nz](mailto:developmentplanning@kaingaora.govt.nz)

## Attachment A: Proposed Amendments to ULDMA

**Urban and Landscape Design Management Plan (ULDMP)**

- (a) A ULDMP shall be prepared **in consultation with key stakeholders** prior to the Start of Construction for a Stage of Work.
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for a Stage of Work to provide input on cultural landscape and design matters. This shall include (but not be limited to) how desired outcomes for the management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with the Historic Heritage Management Plan (Condition **Error! Reference source not found.**) and the Ecological Management Plan (Condition **Error! Reference source not found.**) may be reflected in the ULDMP
- (c) The objective of the ULDMP(s) is to:
- (i) enable integration of the Project's permanent works into the surrounding landscape, **communities**, and urban context;
  - (ii) **ensure that the project integrates with the existing and proposed active mode network;**
  - (iii) **ensure that the Project provides for high levels of accessibility and safety for all users;**
  - (iv) ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to **the experience of** a quality urban environment **for people and communities;** and
  - (v) acknowledge and recognise the whakapapa Mana Whenua have to the Project area.
- (d) The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide;
  - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
  - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
  - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; ~~and~~
  - (v) **Waka Kotahi Urban Street Guide;**
  - (vi) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version;
  - (vii) **Auckland Council's Auckland Design Manual; and**
  - (viii) **Auckland Council's Transport Emissions Reduction Pathway**
- (e) To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), **community infrastructure**, natural environment, landscape character and open space zones;

- (ii) provides appropriate **high quality and safe** walking and cycling **and micro-mobility** connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections **(particularly to/from nearby centre and neighbourhoods (such as Otaru), including facilities at stations, such as cycle storage and micro mobility facilities;**
  - (iii) promotes inclusive access (~~where appropriate~~); and
  - (iv) promotes a sense of personal **and public** safety by aligning with best practice guidelines, such as:
    - A. Crime Prevention Through Environmental Design (CPTED) principles;
    - B. Safety in Design (SID) requirements; and
    - C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
  - (v) provides opportunities to incorporate Mana Whenua values and cultural narrative through the design. This shall include but not be limited to:
    - A. how to protect and enhance connections to the Māori cultural landscape
    - B. how and where accurate historical signage can be provided along the corridor;
    - C. how historical portage routes will be recognised;
    - D. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;
    - E. how opportunities to utilise flora and fauna with a specific connection to the area are realised where possible by:
      - a. preserving them in the design and maintenance of the Project;
      - b. restoring them in a manner that recognises their historical and cultural significance. For example by clustering planting to represent a lost ngahere; and
    - F. how the historic and cultural significance of the Puhinui Historic Gateway is recognised; and
    - G. how, public access to coastal areas, waterways and open space is enhanced, where appropriate.
  - (vi) provides for an integrated stormwater management approach which prioritises in the following order:
    - A. opportunities for ki uta ki tai (a catchment scale approach);
    - B. opportunities for net catchment benefit;
    - C. green infrastructure and nature-based solutions; and
    - D. opportunities for low maintenance design.
- (f) At the discretion of Mana Whenua, the matters listed in (e)(v) – (vi) shall either be incorporated into the ULDM or prepared as a separate plan.
- (g) The ULDM(s) shall include:
- (i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;

- (ii) developed design concepts, including principles for **micromobility**, walking and cycling facilities and public transport; and
  - (iii) landscape and urban design details – that cover the following:
    - A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;
    - B. roadside elements – such as lighting, fencing, wayfinding and signage;
    - C. architectural and landscape treatment of all major structures, including bridges and retaining walls;
    - D. architectural and landscape treatment of noise barriers;
    - E. landscape treatment of permanent stormwater control wetlands and swales;
    - F. integration of passenger transport;
    - G. **micro-mobility**, pedestrian and cycle facilities including **parking/ storage**, paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
    - H. **property access - including how access to adjacent sites is affected, what changes are proposed and what provision has been made to retain existing levels of amenity and functionality;**
    - I. **interfaces – how the interface with adjoining properties has been treated, including the treatment / interface with existing slip roads;**
    - J. historic heritage places with reference to the HHMP (Condition 23); and
    - K. re-instatement of construction and site compound areas, driveways, accessways and fences.
- (h) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
    - A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan (Condition 26). Where practicable, mature trees and native vegetation should be retained;
    - B. street trees, shrubs and ground cover suitable for berms;
    - C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;
    - D. planting of stormwater wetlands;
    - E. identification of vegetation to be retained and any planting requirements under the Ecological Management Plan (Condition 25) and Tree Management Plan (Condition 26);
    - F. integration of any planting requirements required by conditions of any resource consents for the project; and
    - G. re-instatement planting of construction and site compound areas as appropriate.
  - (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for

planting within each planting season following completion of works in each Stage of Work; and

- (iii) detailed specifications relating to the following:
- A. weed control and clearance;
  - B. pest animal management (to support plant establishment);
  - C. ground preparation (top soiling and decompaction);
  - D. mulching; and
  - E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

**Submission on the Notices of Requirement for the Airport to Botany Bus Rapid Transit Project lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991**

**TO:** Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

**SUBMISSION ON:** Notices of Requirement ("**NoRs**") for the Airport to Botany Bus Rapid Transit Project

**FROM:** Watercare Services Limited ("**Watercare**")

**ADDRESS FOR SERVICE:** Mark Bishop  
Regulatory & Policy Manager  
Watercare Services Ltd  
Private Bag 92 521  
Wellesley Street  
AUCKLAND 1141  
Phone:022 010 6301  
Email: [Mark.Bishop@water.co.nz](mailto:Mark.Bishop@water.co.nz)

**DATE:** 11 April 2023

## 1. INTRODUCTION

1.1 Watercare is pleased to have the opportunity to make a submission on the five NoRs for the Airport to Botany Bus Rapid Transit Project ("**Project**") lodged by Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") and Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**"), and in particular:

- (a) NoR lodged by Waka Kotahi NZ Transport Agency to alter Designation 6717 State Highway 20B - State Highway 20 to Auckland International Airport;
- (b) NoR lodged by Auckland Transport for a new designation to widen Puhinui Road between the SH20/SH20B Interchange and Orrs Road to provide for a Bus Rapid Transit corridor and walking and cycling facilities;
- (c) NoR lodged by Auckland Transport for a new designation to widen the existing Puhinui Road between Plunket Avenue and east of the SH20/SH20B Interchange to provide for a Bus Rapid Transit corridor and walking and cycling facilities;
- (d) NoR lodged by Auckland Transport for Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue); and

(e) NoR lodged by Auckland Transport for a new designation to widen Te Irirangi Drive between Botany and Rongomai Park to provide for a Bus Rapid Transit corridor and walking and cycling facilities.

1.2 Watercare recognises the aim of the NoRs is to improve connections between the major centres of Botany, Manukau, Auckland Airport and their employment areas to existing and intensifying residential areas in southern and eastern Auckland.

1.3 Watercare neither supports nor opposes the NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

## 2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.<sup>1</sup>

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.<sup>2</sup>

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<sup>1</sup> LGA, s 59.

<sup>2</sup> Local Government (Auckland Council) Act 2009, s 57.



### 3. SUBMISSION POINTS AND RELIEF SOUGHT

- 3.1 This is a submission on all the NoRs that were publicly notified on 10 March 2023. In particular, this submission relates to the NoRs as they may potentially impact or interact with existing, or potential future, water and wastewater services.
- 3.2 Watercare recognises the aim of the NoRs is to improve connections between the major centres of Botany, Manukau, Auckland Airport and their employment areas to existing and intensifying residential areas in southern and eastern Auckland.
- 3.3 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.
- 3.4 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance, and the project work that preceded the Future Urban Land Use Strategy.
- 3.5 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing and that these updates and changes should be taken into account by the requiring authorities when the Project is developed further.
- 3.6 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the Project areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the Project) to ensure that the Project takes into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.7 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the Project areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the Project areas.
- 3.8 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as this Project develops.
- 3.9 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare,

this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's "*Water Supply and Wastewater Network Bylaw 2015*" (updated 2021).

- 3.10 In addition, the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the Project does not impact its wastewater and water services in the Project area now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

#### 4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:

- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
- (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

- 4.2 Watercare wishes to be heard in support of this submission.

- 4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.



Mark Bourne  
**Chief Operations Officer**  
**Watercare Services Limited**

**FORM 21**

**Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991.**

To: Auckland Council

**Name of submitter:** **Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry')**

Address for service: Eden 5, Level 3/12-18  
Normanby Road  
Mount Eden  
Auckland 1011

Attention: Gemma Hayes

Phone: +64 963 80294

Email: [gemma.hayes@education.govt.nz](mailto:gemma.hayes@education.govt.nz)

**This is a submission on the Supporting Growth's Notice of Requirement for Airport to Botany Bus Rapid Transit – Notice of Requirement 2 (NoR 2) - Rongomai Park to Puhinui Station**

This submission relates to the potential road safety effects from heavy construction vehicles and construction noise and vibration effects on students in Puhinui and Manukau.

**Background:**

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Auckland region.

**The Ministry of Education's submission is:**

Under the Resource Management Act 1991, decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

Through its delivery partner, Supporting Growth, Waka Kotahi NZ Transport Agency and Auckland Transport have lodged five Notice of Requirements (NoRs) between Botany and Auckland Airport. The NoRs will collectively enable the construction of a Bus Rapid Transit (BRT) corridor to allow better transportation between Auckland Airport and Botany. The project will also enable stronger walking and cycling facilities. The project aims to respond to poor mode share, access to employment, and increased pressure on transport networks due to residential intensification in the area.

The Ministry broadly supports the project’s aim to enable better public and active modes of transportation in South Auckland. However, there are a number of schools around the project corridor that could be affected by the construction of the BRT corridor, as seen in Figure 1. The Ministry seeks for potential heavy construction traffic effects on the safety of schools across the five NoRs to be appropriately addressed and managed. The Ministry’s specific concerns are outlined below.

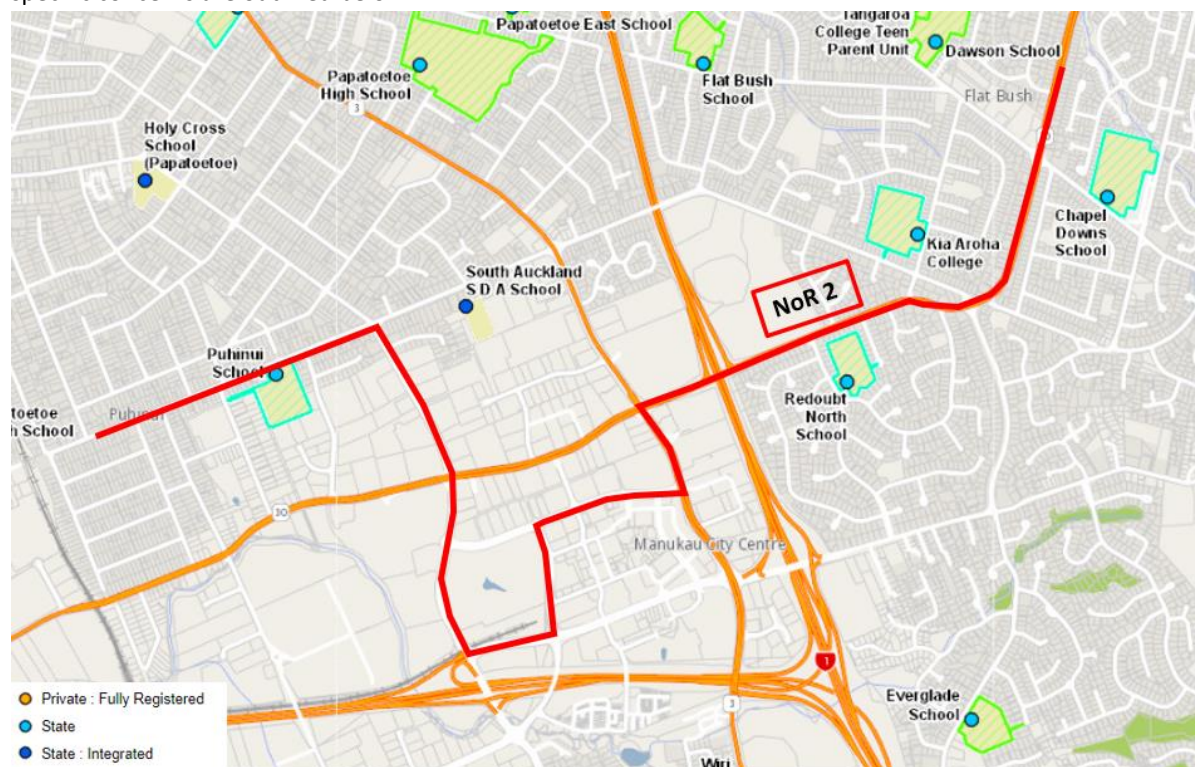


Figure 1: location of schools in relation to NoR 2

**Construction traffic effects:**

Supporting Growth has outlined that a Construction Traffic Management Plan (CTMP) will be prepared prior to the start of construction, which will include details on how to manage heavy construction traffic near schools. It will include specific non-working or non-movement hours around schools. Supporting Growth has identified Puhinui School as a school that needs to be considered in the CTMP. No other Ministry schools have been identified.

The Ministry appreciates Supporting Growth’s willingness to prioritise student safety during construction. There are other schools nearby besides from Puhinui School that should also be considered in the CTMP. These include Redoubt North School, Tangaroa College, Dawson School, Kia Aroah College, Chapel Downs School, Flat Bush



School and Papatoetoe South School which are all located near the proposed BRT corridor (NoR 2) and there is the potential for these schools to be affected by heavy construction traffic given they are located on a potential construction traffic route. The Ministry requests that these schools be included in the CTMP and all heavy construction vehicles must avoid these schools at peak pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school.

The Ministry requests a designation condition outlining the details to be included in the CTMP on how all heavy construction vehicles must avoid schools during pick-up and drop-off times. We have proposed a condition below. There is a diverse road network that surrounds the project corridor, resulting in multiple alternative routes around the schools/roads we have proposed to be avoided. Therefore, we do not see the acceptance of this condition to hinder Supporting Growth's construction programme.

#### **Noise and vibration effects:**

The Noise and Vibration Assessment acknowledges that Puhinui School is located immediately adjacent to the proposed works. The school buildings are setback from the road with the sports field fronting the road. The Assessment notes that the existing school buildings are not affected by the current road noise. Supporting Growth has recommended engaging with the school during the construction phase to discuss if the school would like a noise barrier during construction. They will also discuss if the school would like to retain the barrier for future use after construction, where additional benefit can be achieved for the fields and buildings behind. The Ministry supports this outcome for the applicant to engage with the school to understand the potential construction noise effects and discuss if the school would benefit from some noise mitigation during and after construction.

#### **Decision sought**

The Ministry is neutral on the Airport to Botany NoRs if Council accepts the following relief and any consequential amendments required to give effect to the matters raised in this submission.

The Ministry requests the following designation conditions:

1. Before construction commences, the applicant must engage with Puhinui School to discuss and agree any potential noise mitigation during and after construction.
2. The Construction Traffic Management Plan shall include details of consultation (including outcomes agreed) with the applicant and Puhinui School and Redoubt North School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
1. The Construction Traffic Management Plan shall include details on how all heavy construction vehicles must avoid the schools at peak school pick up and drop off times (during term time only) outlined in the table below. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be added to the table below. Engagement should be undertaken with the Ministry to confirm the information in the table below is still accurate closer to the time of construction.

Table 1: Schools that heavy construction vehicles must avoid at peak school pick-up and drop-off times

School Name	Address	Associated no travel route	Times heavy vehicles must avoid the schools (based off each school's individual start and finish times) <sup>1</sup>
NoR 2			
Puhinui School	116 Puhinui Road, Papatoetoe, Auckland 2104	Puhinui Road (between Clendon Avenue and Greath Souh Road)	8.10am 8.50am 3.00pm to 3.30pm
Redoubt North School	47 Diorella Drive, Clover Park, Auckland 2023	Te Irirangi Drive (between Great South Road and Dawson Road) and Diorella Drive	8.15 to 9.00am 3.00pm to 3.30pm
Tangaroa College	Haumia Way, Ōtara, Auckland 2023	Dawson Road (between Mathewson Road and Hannah Road)	8.15am to 9.00am 3.00pm to 3.30pm
Dawson School	15 Haumia Way, Ōtara, Auckland 2023	Dawson Road (between Mathewson Road and Hannah Road)	8.15am 9.00am 2.45pm to 3.15pm
Kia Aroah College	51 Othello Drive, Clover Park, Auckland 2023	Othello Drive or Boundary Road	8.00am to 8.45am 2.45pm to 3.15pm
Chapel Downs School	170 Dawson Road, Flat Bush, Auckland 2023	Dawson Road (between Te Irirangi Drive and Donegal Park-Drive)	8.15am to 9.00am 3.00pm to 3.30pm
Papatoetoe South School	58A Milan Road, Papatoetoe, Auckland 202	Kenderdine Road and Milan Road	8.10 – 8.50am 3.00pm to 3.30pm

The Ministry looks forward to working with Supporting Growth to manage construction effects on student safety.

**The Ministry wishes to be heard in support of its submission**

**Gemma Hayes**  
Principal Planning Advisor  
Ministry of Education  
Date: 11 April 2023

<sup>1</sup> Typically the morning school drop-off period is longer than the afternoon pick-up period. This is why on average we have requested a 45min window where trucks must avoid the schools in the morning. The afternoon peak pick-up period is typically shorter with students leaving the school grounds as soon as class finishes, which is why we only request a 30min window (on average) for the afternoon peak.

**From:** [Firdosh Siganporia](#)  
**To:** [Unitary Plan](#)  
**Cc:** [Kashmira Siganporia](#)  
**Subject:** Affected property 191 Te Irirangi Drive, Flat Bush,  
**Date:** Thursday, 6 April 2023 5:21:14 pm

---

Dear Sir,

This has reference to your letter regarding the Airport to Botany Bus Rapid transit project.

Our submission is as follows.

We have been very anxious after hearing about the proposal of the Airport to Botany Rapid Transit Project. We received the intimation that a Notice of Requirement has been lodged with Auckland Council to protect the land required for the project. We have been living at this place we own for the past 23 years and have had very special memories with our family generation.

On enquiry and further conversations from the source we were told to speak to we have received the Land Requirement Plan for Property showing where the designation is over the property.

We were also informed that land from our property could be acquired permanently and/or leased during the commencement of this project but assured that our property will not be demolished.

This has also been very disturbing that our garden/our parking space in our property could be affected especially since we are on the main road.

Now considering all that to add to this we are faced with the prospect of losing land and being cordoned off further.

Our main concerns are we are growing in age and at the point of retiring

- The noise and vibration effects on our property which even now when police /ambulance or Fire brigade pass at high speed is significant will increase to a very high degree

In order to mitigate the noise and vibration effects on our property we request planting bunds, acoustic wall fencing, and double glazed windows.

- Secondly how will you mitigate access to and from our property? Currently due to heavy flow of traffic on Te-Irirangi Drive our access to the road is already very time consuming and dangerous. We also have cars which some people take short cuts drive on our pavement and there have been near miss incidents due to this. This is a health and safety concern for us.

We look forward to hearing from you how you plan to address our concerns since we are going through a very stressful time right now.

Kind Regards

Firdosh and Kashmira Siganporia

**From:** [Selemena Afamasaga](#)  
**To:** [Unitary Plan](#)  
**Subject:** affected property: 6 Mika Court  
**Date:** Friday, 7 April 2023 1:04:10 am

---

2023 April 07

Planning Technicians  
Plan and Place  
Auckland Council  
Private Bag 92300  
Auckland 1142

Dear John Duguid

My family is worried about Auckland Council's plan because it may affect the above-mentioned decision.  
If you consider these facts when making your decision, you will realize that my family is totally opposed to it.  
First of all, we have lived here for 23 years.  
Second, we feel at home in both our house and the neighborhood.  
Thirdly, closer proximity to the places where my kids go to school, work, and shop.  
Fourth, medical facilities and doctors.

My concern is that there aren't enough homes in Auckland to accommodate the city's population. if you knock down all of these residences along Te Irirangi Drive. Where else are we going? Are more homes being built for us that will meet our requirements and cause us less stress?

In order to achieve success, I hope to hear from you soon.

Kind regards

Household  
Mika Court



**From:** [Gordon & Wendy](#)  
**To:** [Unitary Plan](#)  
**Subject:** Transport  
**Date:** Monday, 10 April 2023 9:33:05 pm

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I live at 28 Freyberg Ave, Papatoetoe and I wish to lodge an objection to the transport proposals in my area.

I am concerned that the construction of a transport lane up the middle of Puhinui Road will separate us from the rest of Papatoetoe. As I travel regularly to Papatoetoe City Center, traveling around an obstacle to get there is frustrating and annoying. In addition to this, we will lose some neighbours and close friends who reside on Puhinui Road.

I attended a meeting about this proposal at the Puhinui Station, between 4:15pm and 5:15pm. I was disappointed at the lack of information given by the Auckland Transport Representatives e.g. A question on the expected patronage was ignored. While three Airport Buses passed by, the first had zero passengers in it, the next one passenger was seen and the last had two passengers, a great improvement. If this is anything to go by, are the millions of dollars that will be spent justifiable?

I have seen on your website, hundreds of pages of reports and information. I guess the answers to many questions may be hidden there so you can say the information is available, but I feel conned by Auckland Transport....again.

Are submissions actually listened to or are you just going through the motions so you can tick the boxes and carry on with what you want using my money as a rate payer?  
It has happened before!

Kind Regards,  
Gordon Barthow.

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This email has been checked for viruses by AVG antivirus software.  
[www.avg.com](http://www.avg.com)

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

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991  
FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to:

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

### **Submitter details**

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

Te Ākitai Waiohua Waka Taua Trust

**Address for service of Submitter**

PO Box 59 185  
Mangere Bridge  
Auckland, 2151

Telephone: 021500054

Email: karen.a.wilson@xtra.co.nz

Contact Person: Karen Wilson

**This is a submission on the following notices of requirement:**

Requiring authority	NOR	Description
Waka Kotahi NZ Transport Agency	4b	Alternation to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport
Auckland Transport	4	Bus Rapid Transit – SH20/20B Interchange to Orrs Road
Auckland Transport	3	Bus Rapid Transit – Puhinui Station (in the vicinity of Plunket Avenue) to SH20/20B Interchange
Auckland Transport	2	Bus Rapid Transit – Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)
Auckland Transport	1	Bus Rapid Transit – Botany to Rongomai Park

**The specific parts of the above notice of requirement that my submission relates to are:**

The proposed conditions for NORs 1 to 4a.

**My submission is:**

We are neutral on the notices of requirement.

**The reasons for my views are:**

Te Ākitai Waiohua have lived on these lands since time immemorial. This is our whenua – we have no alternatives. The proposed Bus Rapid Transit will traverse through our rohe and cultural landscape. The scale of the project will have significant adverse effects on the cultural landscape of Te Ākitai Waiohua. As a principal partner to the project, Te Ākitai Waiohua have worked with the project team to develop a set of conditions that will ensure these effects will be appropriately managed as the project is developed.

Te Ākitai Waiohua Waka Taua Trust is neutral on the notices of requirement provided the proposed conditions are retained as requested to ensure ongoing participation in the project.

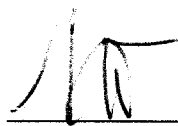
In particular, condition 5 is supported and must be retained because the project will not commence for many years. Condition 5 provides certainty that Te Ākitai Waiohua is recognised as Mana Whenua and as a partner to this project. Governments and people involved in the project will change over the life of a designation and therefore condition 5 is required to ensure there is no ambiguity in the future. Without condition 5 the hard work of those involved in the project over the past few years and the partnership achieved would be at risk.

**I seek the following recommendation or decision from the Council**

Retain Condition 5 to ensure certainty is provided that Te Ākitai Waiohua is Mana Whenua and a partner on this project.

I wish to be heard in support of my submission.

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



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



\_\_\_\_\_  
Date

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

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



FORM 21

Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

**Submitter details**

**Full Name or Name of Agent (if applicable)**

Mr/Mrs/Miss/Ms(Full Name) Huong Thi Nguyen and Van Dung Nguyen

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

**Address for service of Submitter**

83 Te Irirangi drive Clover Park Manukau

Telephone:  Fax/Email:

Contact Person: (Name and designation if applicable)

**This is a submission on a notice of requirement:**

**By::** Name of Requiring Authority

**For:** A new designation or alteration to an existing designation


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

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**My submission is:**

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

**The reasons for my views are:**

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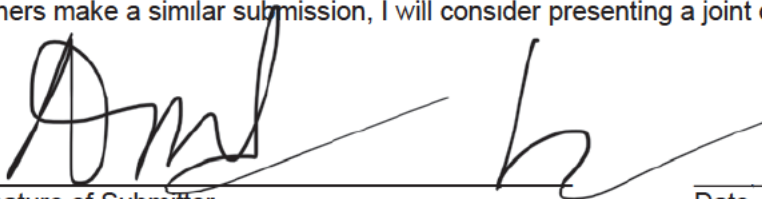
(continue on a separate sheet if necessary)

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

I wish to be heard in support of my submission

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

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



27/04/2023

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

**Notes to person making submission:**

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

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

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

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