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

Date: Monday, 18 to Thursday, 21 September 2023
Monday, 25 to Thursday, 28 September 2023
Monday, 2 to Thursday, 5 October 2023
Monday, 9 to Thursday, 12 October 2023

Time: 9:30am

Meeting Room: Henderson Council Chambers

Venue: Level 2, 3 Smythe Road, Henderson
(potentially the week of 25 Sept in Kumeu)

**HEARING REPORT
STRATEGIC NETWORK
SUPPORTING GROWTH ALLIANCE
NORTH-WEST
AUCKLAND TRANSPORT AND
WAKA KOTAHI NZ TRANSPORT AGENCY**

COMMISSIONERS

Chairperson Richard Blakey
Commissioners Mark Farnsworth
Vaughan Smith

Patrice Baillargeon
KAITOHUTOHU MATAAMUA WHAKAWĀ/
SENIOR HEARINGS ADVISOR

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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

At the start of the hearing, the Chairperson will introduce the hearing panel and council staff and will briefly outline the procedure. The Chairperson may then call upon the parties present to introduce themselves to the panel. The Chairperson is addressed as Mr Chairman or Madam Chair.

Any party intending to give written or spoken evidence in Māori or speak in sign language should advise the hearings advisor at least five working days before the hearing so that a qualified interpreter can be provided.

Catering is not provided at the hearing. Please note that the hearing may be audio recorded.

Scheduling submitters to be heard

A timetable will be prepared approximately one week before the hearing for all submitters who have returned their hearing attendance form. Please note that during the course of the hearing changing circumstances may mean the proposed timetable is delayed or brought forward. Submitters wishing to be heard are requested to ensure they are available to attend the hearing and present their evidence when required. The hearings advisor will advise submitters of any changes to the timetable at the earliest possible opportunity.

The hearing procedure

The usual hearing procedure is:

- 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.
- The relevant local board may wish to present comments. These comments do not constitute a submission however the Local Government Act allows the local board to make the interests and preferences of the people in its area known to the hearing panel. If present, the local board will speak between the applicant and any submitters.
- 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 also be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker. The council officer's report will identify any 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
- Submitters wishing to present written information (evidence) in support of their applications or submissions should provide the number of copies indicated in the notification letter
- Only members of the hearing panel can ask questions about submissions or evidence. Attendees may suggest questions for the panel to ask but it does not have to ask them. No cross-examination - either by the applicant or by those who have lodged submissions – is permitted at the hearing
- After the Requiring Authority and submitters have presented their cases, the chairperson may call upon council officers to comment on any matters of fact or clarification
- When those who have lodged submissions and wish to be heard have completed their presentations, the Requiring Authority or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the Requiring Authority at this stage
- The chairperson then generally closes the hearing and the Requiring Authority, submitters and their representatives leave the room.
- The hearing panel will then deliberate "in committee" and make a decision on the resource consent application and a recommendation to the Requiring Authority on the Notice of Requirement. 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 both decisions separately, the reasons for the decision and what your appeal rights are.
- The decision on the resource consent component is usually available within 15 working days of the hearing closing.

SIX NOTIFIED NOTICE OF REQUIREMENTS TO THE AUCKLAND COUNCIL UNITARY PLAN BY AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY

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The application material as notified can be found at <https://www.aucklandcouncil.govt.nz/have-your-say/hearings/find-hearing/Pages/Hearing-documents.aspx?HearingId=690>

Robert Scott, Consultant Planner

Reporting on six Notice of Requirements as outlined below.

S1 - NORTH-WEST STRATEGIC NETWORK: ALTERNATIVE STATE HIGHWAY (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.

Project Alternative State Highway ("S1") in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

S2 - NORTH-WEST STRATEGIC NETWORK: ALTERATION TO DESIGNATION 6766 STATE HIGHWAY 16 MAIN ROAD UPGRADE (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi to alter Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.

Project Highway 16 Main Road Upgrade (“S2”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

S3 - NORTH-WEST STRATEGIC NETWORK: RAPID TRANSIT CORRIDOR (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new Rapid Transit Corridor and active mode corridor.

Project Rapid Transit Corridor (“S3”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

S4 – NORTH-WEST STRATEGIC NETWORK: ACCESS ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for the upgrade of Access Road with separated active mode facilities.

Project Access Road (“S4”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

HS – NORTH-WEST STRATEGIC NETWORK: HUAPAI RAPID TRANSIT STATION (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new rapid transit station, including transport interchange facilities, park and ride and accessway.

Project Huapai Rapid Transit Station (“HS”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

KS – NORTH-WEST STRATEGIC NETWORK: KUMEŪ RAPID TRANSIT STATION (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new rapid transit station, including transport interchange facilities and accessway.

Project Kumeū Rapid Transit Station (“KS”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

REQUIRING AUTHORITIES: Auckland Transport and Waka Kotahi NZ Transport Agency

Notice of requirement under section 168 and 181 of the RMA by Waka Kotahi NZ Transport Agency and Auckland Transport for new and altered designations to enable the construction, operation and maintenance of a transport corridor



To: Hearing Commissioners

Report date: 12 July 2023

Scheduled hearing date: 18 September 2023

Notes:

This report sets out the advice of the reporting planners and Council Specialists.

This report has yet to be considered by the Hearing Commissioners delegated by Auckland Council (**Council**) to make a recommendation to the requiring authority. Accordingly, the recommendations in this report are not the decisions on the notices of requirement.

A decision on the notices of requirement will be made by the requiring authority after it has considered the Hearing Commissioners' recommendations, subsequent to the Hearing Commissioners having considered the notice of requirement and heard the requiring authority and submitters.

For clarity, matters that relate to all Notices of Requirement associated with the North West Strategic Project are also addressed in this report.

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Summary

Requiring authorities	Waka Kotahi NZ Transport Agency Auckland Transport																
Notices of requirement references (NoR)	<ul style="list-style-type: none"> • NoR S1: Alternative State Highway • NoR S2: SH16 Main Road • NoR S3: Rapid Transit Corridor • NoR S4: Access Road • NoR HS: Rapid Transit Corridor - Huapai • NoR KS: Rapid Transit Corridor - Kumeu 																
Resource consent applications	No resource consent applications have been lodged by the requiring authority for this project.																
Reporting planner	Robert Scott – Planning Consultant																
Site address	Refer to Attachment B of the Form 18 documents.																
Lodgement date	21 December 2022																
Notification date	23 March 2023																
Submissions closing date	24 April 2023																
Number of submissions received	<table> <tr> <td>NoR Submissions</td> <td></td> </tr> <tr> <td>S1 - Alternative State Highway</td> <td>89</td> </tr> <tr> <td>S2 – State Highway 16</td> <td>59</td> </tr> <tr> <td>S3 – Rapid Transit Corridor</td> <td>99</td> </tr> <tr> <td>S4 – Access Road</td> <td>40</td> </tr> <tr> <td>HS – Huapai Rapid Transit Station</td> <td>20</td> </tr> <tr> <td>KS – Kumeu Rapid Transit Station</td> <td>30</td> </tr> <tr> <td>Total submissions</td> <td>337</td> </tr> </table>	NoR Submissions		S1 - Alternative State Highway	89	S2 – State Highway 16	59	S3 – Rapid Transit Corridor	99	S4 – Access Road	40	HS – Huapai Rapid Transit Station	20	KS – Kumeu Rapid Transit Station	30	Total submissions	337
NoR Submissions																	
S1 - Alternative State Highway	89																
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S3 – Rapid Transit Corridor	99																
S4 – Access Road	40																
HS – Huapai Rapid Transit Station	20																
KS – Kumeu Rapid Transit Station	30																
Total submissions	337																

Report prepared by: Robert Scott
Planning Consultant



Date: 12 July 2023

Reviewed and approved for release by: Eryn Shields
Team Leader, Regional,
North, West and islands
Planning



Date: 13 July 2023

Abbreviations

AEE	North West Strategic Assessment of Effects on the Environment (Volume 2) December 2022. Version 1 (prepared by Te Tupu Ngātahi Supporting Growth).
Active Mode	Walking and cycling
AT	Auckland Transport
AUP	Auckland Unitary Plan (Operative in Part)
SGA	Te Tupu Ngātahi Supporting Growth Alliance
RA	Requiring Authority
NoRs	Notices of Requirement
FULSS	Auckland Future Urban Land Supply (2017)
NPS-UD	National Policy Statement on Urban Development 2020
NPS-HPL	National Policy Statement on Highly Productive Land 2022
NES-FW	National Environmental Standards for Freshwater
OPW	Outline plan of works
FTN	Frequent Transit Network
RTC	Rapid Transit Corridor
RMA	Resource Management Act 1991 and all amendments
The Council	Auckland Council
NW Strategic NoRs	The North West Strategic network comprising the following new and/or upgraded transport corridors: S1 Alternative State Highway

	S2 State Highway 16 upgrade S3 Rapid transit corridor S4 Access Road upgrade HS Huapai Rapid Transit Station KS Kumeu rapid transit Station
Project	Strategic NOR Package authorised by these NoR's
FTN	Frequent Transit Network
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
HHMP	Historic Heritage Management Plan
NUMP	Network Utilities Management Plan
SCEMP	Stakeholder Communication and Engagement Management Plan
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan
FUZ	Future Urban Zone
HHMP	Historic Heritage Management Plan
Kiwirail	KiwiRail Holdings Limited
NAL	North Auckland Line
SEA	Significant Ecological Areas
Waka Kotahi	Waka Kotahi NZ Transport Agency

1 Introduction

Te Tupu Ngātahi Supporting Growth Alliance comprising Waka Kotahi and Auckland Transport, as Requiring Authorities under section 167 of the RMA (**SGA**), have applied for Notices of Requirement (**NoRs**) associated with the North West Transport Network.

1.1 Report Author

My name is Robert Bruce Scott.

I hold a Bachelor of Arts degree in Political Science (Victoria University 1990), a Bachelors degree in Planning (University of Auckland 1992) and a Post Graduate Diploma in Business Studies (Massey University 2000). I am a member of the New Zealand Planning Institute and have passed the certification programme for Resource Management Act 1991 Decision Makers run by the University of Auckland and been re-certified since 2008 and currently have a Chairpersons Endorsement.

I have worked as a planner and resource management professional since 1992, including experience in central government (Department of Conservation), local authorities (the former Auckland City Council) and with several private sector consulting firms. I am a director and planning consultant with the firm: Scott Wilkinson Planning.

In 2014 I was appointed to the Auckland Council panel of independent hearing commissioners. In that role, I regularly sit as a commissioner or chairperson for limited notified and publicly notified resource consents and plan change hearings. I also perform an on-going role as Duty Commissioner in relation to notification determinations and decisions for resource consent applications. I am also a commissioner for Queenstown Lakes District Council, Christchurch City Council, Tauranga City Council, Far North District Council and Bay of Plenty Regional Council.

As a planning consultant I have provided planning assessments on numerous resource consent applications and plan changes. I have presented evidence at the Environment Court on a number of subdivisions, developments and plan changes in the Auckland, Taranaki and Queenstown Lakes divisions of the Court.

1.2 Code of Conduct for Expert Witnesses

I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with the Code of Conduct in preparing this planning report (being also expert evidence), and I agree to comply with it when giving any oral evidence during this hearing. Except where I state that I am relying on the evidence of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

During the pre-application phase I attended the site visit arranged by the SGA on 7 September 2022.

NOTICE	PROJECT NAME	DESCRIPTION	REQUIRING AUTHORITY
New or Upgraded State Highway			
S1	Alternative State Highway	A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange.	Waka Kotahi
S2	SH16 widening and Upgrade	Upgrade to urban corridor including active modes and realignment of Station Road intersection with SH16.	
Rapid Transit			
S3	Rapid Transit Corridor	New RTC and active mode corridor in one co-located corridor.	Waka Kotahi
HS	Huapai RTS	New rapid transit station, including transport interchange facilities and accessway.	
KS	Kumeu RTS	New rapid transit station, including transport interchange facilities, park and ride and accessway.	
Local Roding			
S4	Access Road Upgrade	Upgrade of Access Road to a four-lane cross-section with separated cycle	Auckland Transport

		lanes and footpaths on both sides of the corridor.	
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2 The notices of requirement

2.1 All NoRs

Pursuant to section 168, and section 181 of the RMA, Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Auckland Transport (**AT**) as the requiring authorities, have lodged notices of requirement (**NoRs**) for five new designations, and one alteration to an existing designation, in the Auckland Unitary Plan (Operative in Part) (**AUP**) for the North West Strategic Package.

The North West Strategic NoRs (**NW Strategic NoRs**) are part of a wider package of nineteen notices of requirement sought by the Supporting Growth Alliance ('**SGA**') on behalf of Waka Kotahi NZ Transport Agency and Auckland Transport (**Waka Kotahi**); for the:

- NW Strategic NoRs Package (subject to this report)
- NW Local Arterial NoRs package (subject of a separate report)
- Housing Infrastructure Funded (**HIF**) package (subject of a separate report)

The NW Strategic NoR's are described in Table 1 below.

The NW Strategic NoRs seek the route protection of future strategic transport corridors (highway connections, rapid transit and local roading) as part of the Supporting Growth Programme to enable the future construction, operation and maintenance of transport infrastructure in the north west area of Auckland.

2.2 Locality plan

The general location of the NW Strategic NoRs are shown in **Figure 1** below (taken from Figure 3-3 of the NW Strategic Assessment of Effects on the Environment (Volume 2) December 2022 (**AEE**)). The reader is also referred to the general arrangement plans supporting the NoRs which outline the extent of the existing designations and the extent of the proposed NoRs. The General Arrangement Plans for each of the Strategic NoRs can be found at the following link under the heading North-west Strategic: projects in Whenuapai, Kumeū, Huapai and Red Hills:

Hyperlink:

[NW Strategic NoRs](#)

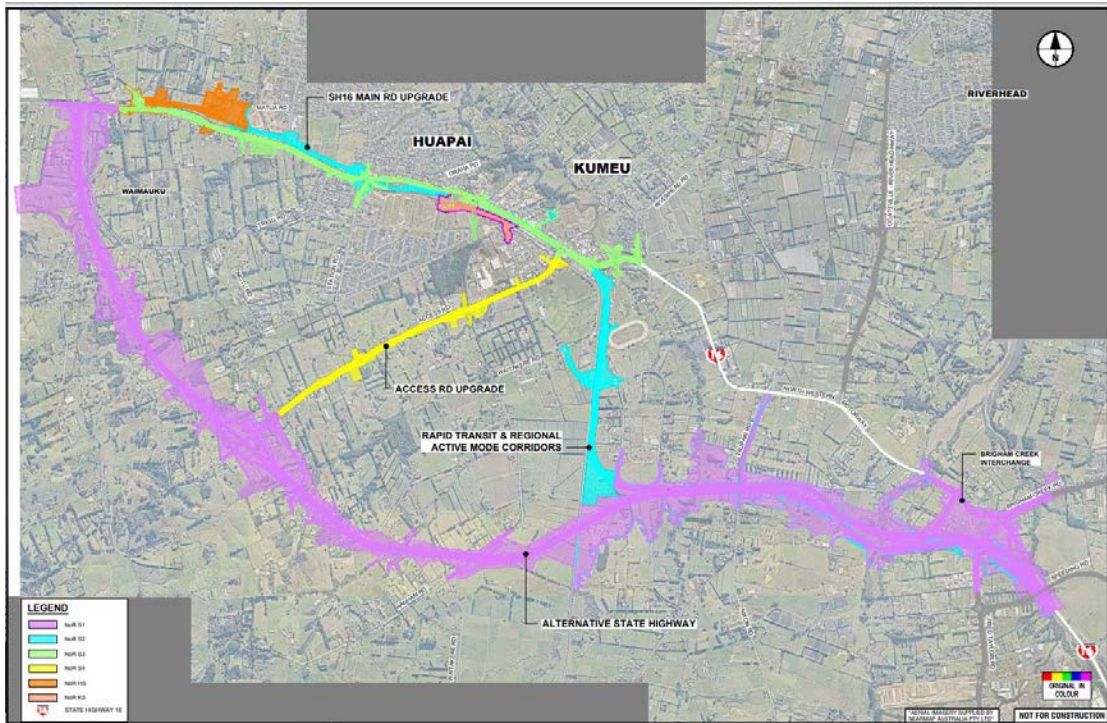


Figure 1: Location of North West Strategic NoRs (Source: AEE - North West Strategic Network - NoR General Arrangement Plans – Strategic)

2.3 Notice of requirement documents

The lodged NoRs consist of the following documents:

North West Strategic – All NoRs
<ul style="list-style-type: none"> • Assessment of Effects on the Environment • Assessment of Alternatives • Combined Conditions Part 1 of 3 • Combined Conditions Part 2 of 3 • Combined Conditions Part 3 of 3 • General Arrangement Plans – Strategic • Assessment of Transport Effects • Assessment of Construction Noise and Vibration Part 1 of 3 • Assessment of Construction Noise and Vibration Part 2 of 3 • Assessment of Construction Noise and Vibration Part 3 of 3 • Assessment of Operation Noise Effects • Social Impact Assessment • Assessment of Flooding Effects • Assessment of Ecological Effects Part 1 of 3

- Assessment of Ecological Effects Part 2 of 3
- Assessment of Ecological Effects Part 3 of 3
- Assessment of Landscape Effects Part 1 of 4
- Assessment of Landscape Effects Part 2 of 4
- Assessment of Landscape Effects Part 3 of 4
- Assessment of Landscape Effects Part 4 of 4
- Assessment of Effects on Heritage
- Assessment of Effects on Archaeology
- Urban Design Framework
- Te Kawerau a Maki NW Transport CIA

North West Strategic– S1 Alternative State Highway

- Form 18
- General Arrangement Plans – Alternative State Highway Part 1 of 2
- General Arrangement Plans – Alternative State Highway Part 2 of 2

North West Strategic – S2 State Highway 16 (SH16) Main Road (Huapai):

- Form 18
- General Arrangement Plans – Alternative State Highway Part 1 of 5
- General Arrangement Plans – Alternative State Highway Part 2 of 5
- General Arrangement Plans – Alternative State Highway Part 3 of 5
- General Arrangement Plans – Alternative State Highway Part 4 of 5
- General Arrangement Plans – Alternative State Highway Part 5 of 5

North-West Strategic – S3 Rapid Transit Corridor (Kumeū):

- Form 18
- General Arrangement Plans – Alternative State Highway Part 1 of 10
- General Arrangement Plans – Alternative State Highway Part 2 of 10
- General Arrangement Plans – Alternative State Highway Part 3 of 10
- General Arrangement Plans – Alternative State Highway Part 4 of 10
- General Arrangement Plans – Alternative State Highway Part 5 of 10
- General Arrangement Plans – Alternative State Highway Part 6 of 10
- General Arrangement Plans – Alternative State Highway Part 7 of 10
- General Arrangement Plans – Alternative State Highway Part 8 of 10

<ul style="list-style-type: none"> • General Arrangement Plans – Alternative State Highway Part 9 of 10 • General Arrangement Plans – Alternative State Highway Part 10 of 10 • Assessment of Effects on Heritage • Assessment of Effects on Archaeology
<p>North West Strategic – S4 Access Road (Auckland Transport)</p>
<ul style="list-style-type: none"> • Form 18 • General Arrangement Plans – Access Road Part 1 of 2 • General Arrangement Plans – Access Road Part 2 of 2 • Assessment of Effects on Heritage • Assessment of Effects on Archaeology
<p>North West Strategic Network: Kumeū Rapid Transit Station</p>
<ul style="list-style-type: none"> • Form 18 • General Arrangement Plans – Kumeu Station • Assessment of Effects on Heritage • Assessment of Effects on Archaeology
<p>North West Strategic Network: Huapai Rapid Transit Station</p>
<ul style="list-style-type: none"> • Form 18 • General Arrangement Plans – Huapai Station • Assessment of Effects on Heritage • Assessment of Effects on Archaeology

Given the large quantum of information supporting the six NoRs, it has not been attached to this report. Instead, the information can be found on the Auckland Council website:

- Supporting Growth programme (Projects North West Auckland) under the heading of: [North West Strategic: projects in in Kumeū and Huapai](#)

Hyperlink:

[NW Strategic Nors](#)

2.4 Section 92 requests and responses

Section 92 of the RMA allows councils to request further information from a requiring authority and/or commission a report, at any reasonable time before the hearing.

The Council made further information requests and received responses as shown in the following table. The further information requests were forwarded to SGA as they were received from the various specialists (as requested by SGA). This means that the dates of each of the requests and responses may be different. The specialist's requests are combined requests, unless otherwise stated, across the three projects (Local Arterials, Strategic, HIF). The SGA has also combined its responses and/or provided individual responses to particular NoRs.

Section 92 request		Section 92 Response
Ecology	23/1/2023	<ul style="list-style-type: none"> • Supporting Growth Alliance North West - Heritage Section 92 Response • Supporting Growth Alliance North West – Transport Section 92 Response • Supporting Growth Alliance – Noise and Vibration Section 92 Response • Supporting Growth Alliance Social Impact Assessment Addendum Section 92 Response • Supporting Growth Alliance North West (Operational Noise) Section 92 Response • Supporting Growth Alliance Noise Contours Strategic NoRs
Transport and traffic	24/1/2023 (Local and HIF) 25/1/2023 (Strategic)	
Built Heritage	24/1/2023	
Archaeology	24/1/2023	
Lighting	24/1/2023	
Social Impact	24/1/2023	
Landscape/Visual	24/1/2023 (Strategic)	

The Council's section 92 requests and the requiring authority's responses are provided in **Appendix 2** to this report or at this hyperlink:

[S92 Requests and Responses](#)

2.5 Specialist reviews

The assessment in this report takes into account reviews and advice from the technical specialists listed in Table 2 below.

Table 2: Technical specialists assisting the Council

Specialist	Specialty
Anatole Sergejew External Consultant - Traffic Planning Limited	Transport effects
Jon Styles External Consultant - Styles Group Limited	Noise and vibration effects
Jennifer Esterman External Consultant - Mein Urban Design and Planning Limited	Urban design effects
Ainsley Verstraeten Principal Landscape Architect, Auckland Council	Landscape and visual effects
Susan Andrews Principal Planner, Healthy Waters, Auckland Council	Flooding and stormwater effects
Jason Smith External Consultant - Morphum Environmental Limited	Ecology effects
Dan Windwood/Rebecca Fox Senior Built Heritage, Auckland Council	Built heritage effects
Mica Plowman Principal Heritage Advisor West, Auckland Council	Archaeological effects
West Fynn Senior Heritage Arborist, Auckland Council	Scheduled trees/heritage arborist
James Hendra	Open space effects

Consultant Parks Planner - Hendra Planning	
Hilary Konigkramer External Consultant - WSP Limited	Social Impact
John Mckensey External Consultant - LDP Limited	Lighting
Derek Foy External Consultant – Formative limited	Economic Effects

The specialist reviews are provided in **Appendix 3** to this report. The order of the specialist reviews corresponds with the order in the assessment of effects.

2.6 Notice of requirement description

2.6.1 Background

Context

The background and context to the NoRs is outlined in sections 2 (Introduction), 3 (The Recommended Network) and 4 (Supporting Growth Programme) of the AEE prepared by SGA. This is summarised below.

The Auckland Plan 2050 signals that Auckland could grow by 720,000 people over the next 30 years, generating demand for more than 400,000 additional homes and requiring land for 270,000 more jobs. Around a third of this growth is expected to occur in Future Urban zoned areas identified within the AUP.

As stated in Section 4 of the AEE, in July 2017, the Future Urban Land Supply Strategy (2017) (**FULSS**) was updated in line with AUP zonings, with 15,000 hectares of land allocated for future urbanisation. The FULSS provides for sequenced and accelerated greenfield growth in ten areas of Auckland.

The Supporting Growth Programme has been prepared to investigate, plan and deliver the key components of the future transport network necessary to support greenfield growth in Auckland's future urban areas. SGA is a collaboration between Auckland Transport and Waka Kotahi NZ Transport Agency¹ created to undertake necessary planning for this work. SGA advise that the early protection of critical transport routes is necessary to provide certainty for all stakeholders as to the alignment, nature and timing of the future transport network. Designations also provide increased certainty

¹ In partnership with Auckland Council, Mana Whenua and Kiwirail Holdings Limited

for Auckland Transport and/or Waka Kotahi that it can implement the works provided for by the designation.

As stated in section 4.2 of the AEE, the North West growth areas are approximately 30 kilometres north west of Auckland's Central Business District (**CBD**). It is planned to make a significant contribution to the future growth of Auckland's population by providing for approximately 42,355 new dwellings and employment opportunities that will contribute 13,000 new jobs across the North West.² The growth areas are as follows:

- Kumeu-Huapai
- Whenuapai
- Redhills and Redhills North
- Riverhead.

The AEE states that staging is based on the FULSS and was tested in SGA's DBC modelling to confirm assumptions based on growth need and related projects delivery (refer to Section 4 of the AEE for further information).

The North West Transport Network consists of the Local Arterials Package (subject of this report, the NW Strategic Package, and Housing Infrastructure fund (HIF) Package (subject of separate reports). The AEE states that the network is designed to support the North West growth area as shown below in Figure 2 (the North West growth areas are shown in green).

² North West Local Arterials Assessment of Effects on the Environment Volume 2. December 2022. Version 1 (prepared by Te Tupu Ngātahi Supporting Growth).

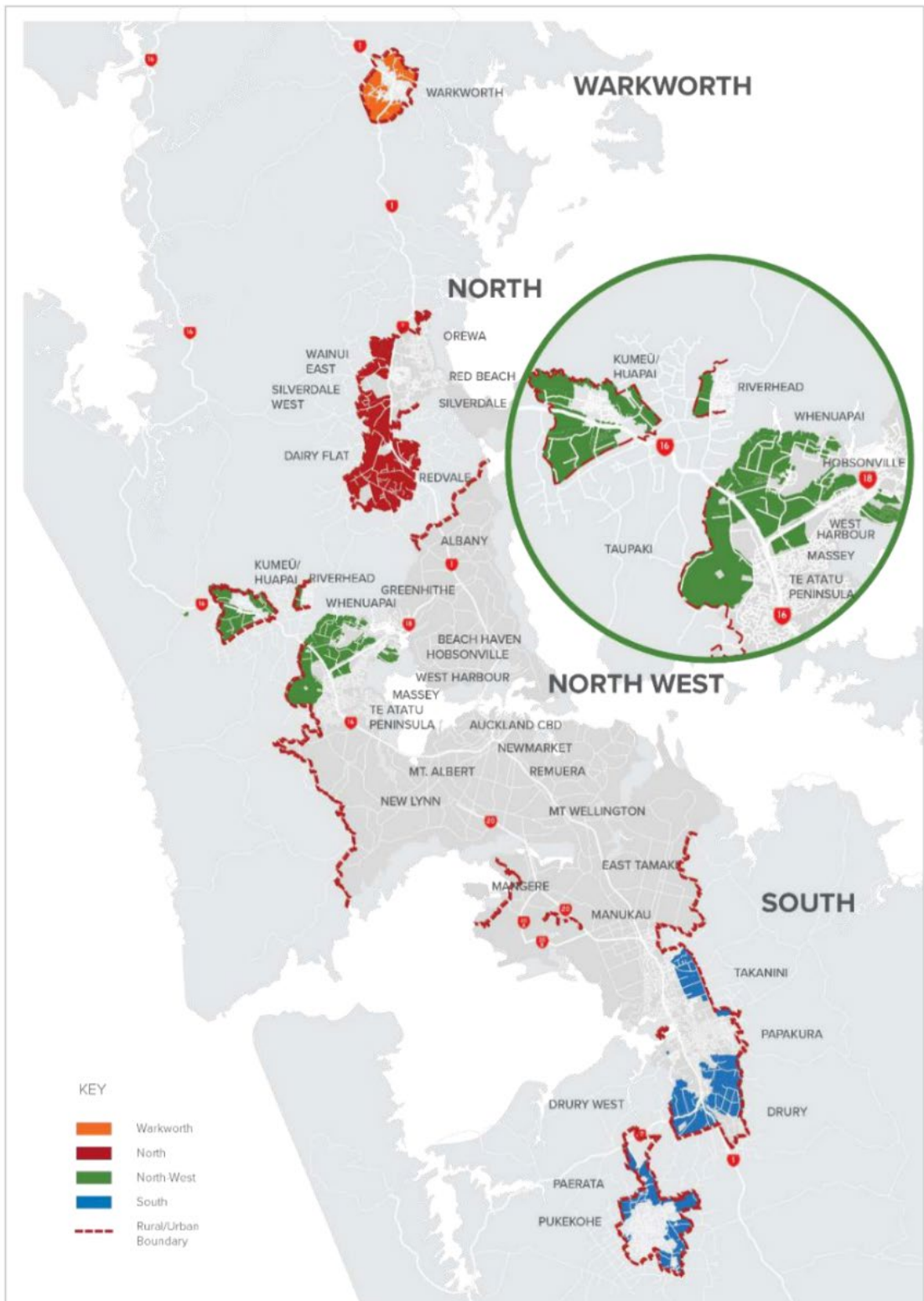


Figure 2: Future Urban Areas of Auckland, highlighting the North West Growth Area (Green)

2.6.2 Project Objectives

The objectives for the NW Strategic NoRs are set out in 3.2 of the AEE and are summarised by the following graphic from the AEE:



Figure 3: NW Strategic Package project objectives line of sight to business case objectives

The AEE states that the extended and upgraded transport corridors are expected to be required later than anticipated under the FULSS. It goes on to assert that in practice, the development rate will be influenced by market attractiveness, the owner/developer willingness to develop, and underlying regional growth trends. This means that it could be many years before each of the areas is fully developed.³ Accordingly, the implementation of the NW Strategic Package has been modelled on the following presumptions of growth and staging.

Transport Project	FULSS Staging	DBC Model Staging
Highway Connections		
Alternative State Highway	2028-32 – 1st Half, Decade 2 Aligns planned growth in Kumeū-Huapai	2033-37 Implementation follows assumed SH16 / SH18 Connections (2028-32)
SH16 Main Road	2028-32 – 1st Half, Decade 2 Aligns planned growth in Kumeū-Huapai	2033-37 Aligns with RTC – assumes delayed growth in Kumeū – Huapai
Rapid Transit		
Rapid Transit Corridor	2028-32 – 1st Half, Decade 2 Aligns planned growth in Kumeū-Huapai	2033-37 Follows assumed NW RTN Full Implementation in 2028-32
Kumeū Station		
Huapai Station		
Local Rooding		
Access Road	2028-32 – 1st Half, Decade 2 Aligns planned growth in Kumeū-Huapai	2033-37 Align with ASH and RTC – assumes delayed growth in Kumeū-Huapai

Figure 4: NW Strategic Package modelled growth and staging (source Table 4-1 AEE)

2.6.3 Lapse dates

Section 184 of the RMA provides for a designation to lapse five years after it is included in the District Plan unless:

- a) It has been given effect to; or
- b) Within three months of the designation lapsing, the territorial authority determines that substantial progress or effort has been and continues to be made towards giving effect to the designation, or
- c) The designation specifies a different lapse period

³ AEE section 4.2

SGA states that a key objective of the Te Tupu Ngātahi Supporting Growth Programme is to identify and protect land now for future transport networks⁴. In line with this objective SGA has sought an extended lapse period as set out in the table below.

Notice of requirement	Lapse Period
S1 Alternative State Highway	20 years
S2 SH16 Main Road	No lapse date as SH16 is an existing designation
S3 Rapid Transit Corridor	20 years
S4 Access Road	20 years
HS RTS Huapai	20 years
KS RTS Kumeu	20 year

Section 5.1 of the AEE sets out the rationale for the extended lapse periods. The AEE states:

The rationale for lapse dates consider the modelled land use demands (see Table 4-1) and account for uncertainty of urbanisation and funding timeframes.

In the context of the Projects, extended lapse periods are considered necessary for the following reasons:

- *It provides statutory protection of the land required for transport infrastructure to support future growth in a manner that recognises the uncertainty associated with the timing of that growth. As discussed in greater detail below, there is a high degree of uncertainty as to when urbanisation of the FUZ will occur.*
- *It supports efficient land use and transport integration by enabling the efficient delivery of transport infrastructure at a time and in a way that is integrated with future urbanisation.*
 - *It provides the Requiring Authorities sufficient time to:*
 - *Undertake the detailed design of the projects*
 - *Obtain the necessary resource consents*
 - *Procure funding*
 - *Undertake tendering / procurement*

⁴ AEE section 5

- *Undertake property and access negotiations and other processes associated with the Project construction*
- *It provides property owners, businesses and the community certainty on where transport routes will be located (i.e., within the designation boundaries) and within what timeframe (the end lapse).*

SGA in Section 5.1 of its AEE also notes that:

- An extended lapse period does not mean that the designation will not be given effect to until the end of the lapse period sought. A lapse period is a limit and not a target. In other words, if urbanisation were to be confirmed within the lapse period being sought it is likely that the designation will be implemented to enable appropriate integration with development;
- It is not uncommon for infrastructure projects to have a longer lapse period and this has been confirmed on recent projects such as Southern Links (Waka Kotahi), the Northern Interceptor Wastewater Pipeline (Watercare) and the Hamilton Ring Road (Waikato District Council, Hamilton City Council);
- Setting an unrealistically short lapse period would not be a significant factor in facilitating earlier availability of funding than is planned at the time the NOR is sought;
- Setting an unrealistically short lapse period will likely result in an inadequate suite of conditions to manage any uncertainty if the Requiring Authorities are likely [to] seek to extend the lapse period through the application of section 184 of the RMA;

The AEE also states that when ‘considering an extended lapse period, it is appropriate to balance the need for that that lapse period against the potential prejudicial or “blighting” effects’.

The appropriateness of the proposed lapse dates are assessed in section 6.2.1 of this report.

2.6.4 Extent of proposed designations

The extent of the proposed designations includes land for both temporary (construction) and permanent occupation. Section 182(1) of the RMA requires a designating authority to remove a designation if it no longer wants that land for a public work. SGA states that once construction is completed, the designation footprint will be reviewed upon completion of the project and will be uplifted from those areas not required for the ongoing operation, maintenance or effects mitigation associated with corridors.

2.6.5 Future resource consents and approvals

In Section 29 of the AEE, SGA sets out the other resource consent and statutory approvals required to give effect to the designations. These include the following:

Outline plan of works

In accordance with section 176A of the RMA, Waka Kotahi and AT (as the requiring authorities) will submit to Auckland Council (as the territorial authority) one or more outline plan(s), detailing all relevant aspects of the transport corridors following the completion of detailed design and prior to the commencement of construction.

Land subject to other designations

Some land to be designated for the transport corridors is subject to existing designations by other requiring authorities (i.e. Kiwirail, Ministry of Education and other network utilities). In order to undertake work in accordance with a designation on land with an existing designation, written consent from every requiring authority of the earlier designation is required under section 177(1)(a).

While written consent is required in order to undertake works within the existing designations where those works may prevent or hinder the earlier designation's purpose or project, it is not required in order to designate the land. For this reason, SGA state that written approval under section 177(1)(a) of the RMA has not yet been obtained from any other requiring authorities.

SGA go on to state that consultation has occurred with these authorities on the details of the North West NoRs. However, SGA accept that it is appropriate that written consent is sought at detailed design stage prior to construction, when further detail will be known and design amendments can be made to account for any changes to the status of earlier designations.

Resource consents

The transport corridors will require resource consents under various NES and regional council consents to enable the works. These would likely include (but not be limited to) works within watercourses, bulk earthworks and works on land containing contaminated soil. SGA states that these consents will be sought when the detailed design for each of the transport corridors is complete.

2.6.6 Plan changes required

A plan change is likely to be required to rezone the land subject to HS – RTS, as the land is currently shown as FUZ and the Business – Local Centre Zone (or similar) it is assumed that this is the preferred zoning option by SGA. SGA should confirm or clarify this at the hearing.

2.7 Proposal

The proposal for each of the NoRs is described within Section 3 of each of the Form 18s (included as **Attachment 3**). A more detailed description of the NoRs can be found in the Section 10.2 through 10.5 of the AEE. Summaries of each NoR are set out in the sections that follow:

2.7.1 NoR S1: Alternative State Highway (ASH)

The S1 - ASH will be a four-laned dual carriageway motorway with an approximately 50m wide cross section providing for both vehicles and active modes. Connecting west of the Kumeū-Huapai township (outside the RUB) south (near western intersection with Trigg Road), connecting at Access/Tawa Road and re-joining the State Highway network at Brigham Creek Interchange (BCI).

The S1 – ASH NoR is intended to allow sufficient land to construct the ASH, associated interchanges and shared paths and realignment of local roads. The NoR footprint shows the envelope proposed to operate and maintain the ASH and all its ancillary components, including construction, stormwater infrastructure, batter slopes, retaining walls and mitigation.

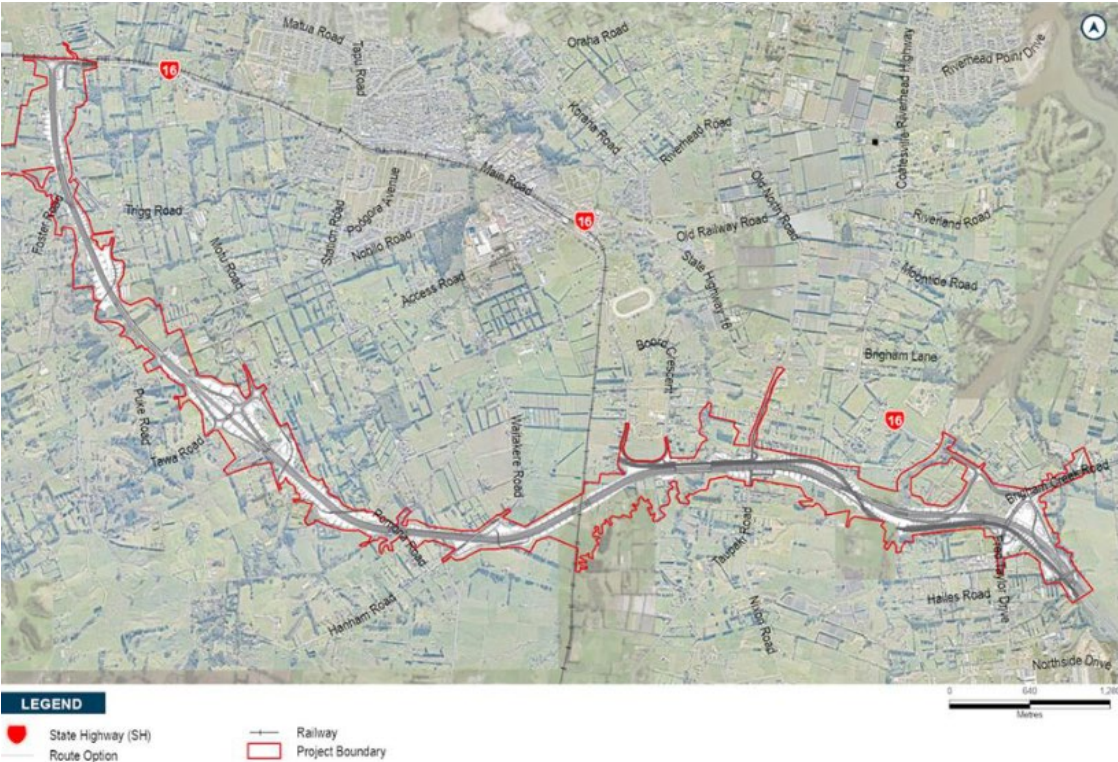


Figure 5: NoR S1 - Alternative State Highway (Source: AEE)

Key components of the S1 - ASH are:

- The construction of a new four-lane motorway corridor with a cross-section width of approximately 50m to accommodate a four-lane dual carriageway and an active mode corridor with side barriers;
- An underpass at Taupaki Road and bridges over the NAL with further grade separations at Waitakere Road, Pomona Road, Tawa Road, Puke Road and Foster Road;
- The western end of the alignment ties-in at a proposed three-legged roundabout with SH16 Main Road, immediately west of Foster Road;
- The re-alignment of the following local roads:

- Pomona Road, approximately 1.5km (two sections);
- Motu Road, approximately 200m;
- Puke Road, approximately 500m;
- The Tawa Road interchange, designed to future proof for a full “diamond” interchange;
- Likely posted speed of 100km/h, design speed (of which effects will be assessed on) is 110 km/h;
- Stormwater treatment including wetlands and culverts;
- Batter slopes to enable the construction of the corridor, and associated cut and fill activities;
- Vegetation removal within the proposed corridor;
- Other construction related activities required outside the permanent corridor including re-grade of driveways, construction traffic manoeuvring and construction laydown areas; and
- Ecological mitigation areas.

Key Components of the Brigham Creek Interchange (**BCI**) include:

- Fully grade separated interchange with on and off ramps in a ‘Split-Fork’ type arrangement;
- New ASH: Four lanes (two either direction);
- Upgraded Fred Taylor Drive: Four lanes (two additional) to tie into separate NOR for Fred;
 - Taylor Drive upgrade;
 - Upgraded Brigham Creek Road: Four lanes (two additional) to tie into separate NoR for BCR upgrade;
 - Upgraded SH16: two lanes, tying into separate project SH16 Brigham Creek to Waimauku by WK14; and
- Separated walking and cycling paths on all local roads, and shared path.

While the ASH follows its own route west of the NAL, it runs alongside the proposed RTS corridor (NoR S3) from Boord Crescent eastward to the BGI. Indicative cross sections are shown below (references from the AEE have been included).

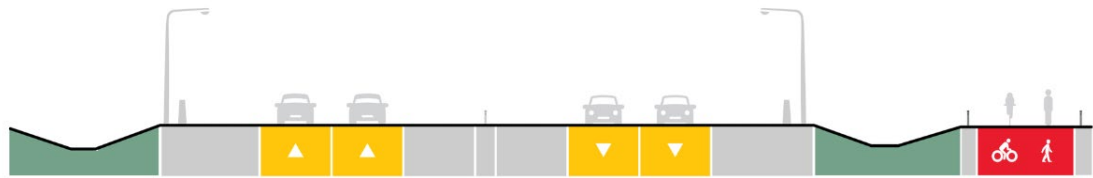


Figure 10-9: NOR S1 ASH, typical 50m cross section

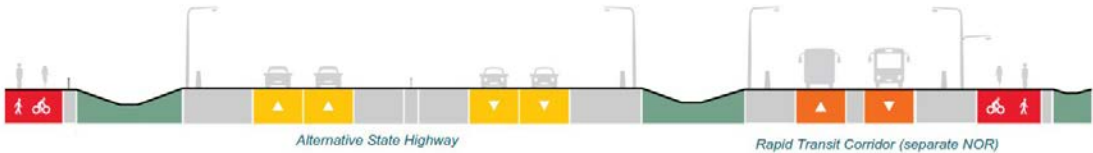


Figure 10-10: NOR S1 ASH, typical cross section at Boord Crescent (showing RTC alongside)

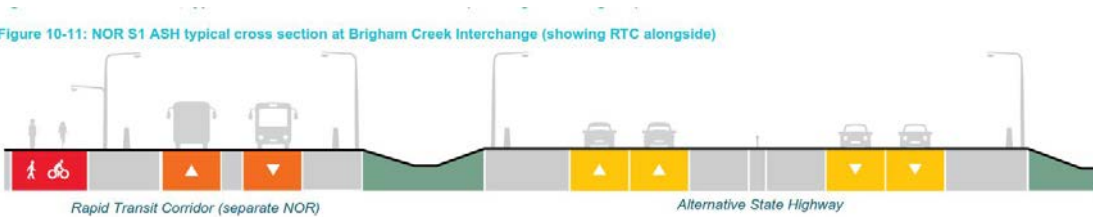


Figure 10-11: NOR S1 ASH typical cross section at Brigham Creek Interchange (showing RTC alongside)

2.7.2 NoR S2: SH16 Main Road

SH16 is already subject to an existing designation (Designation 6766) by Waka Kotahi. SGA propose to upgrade SH16 to a 24m wide urban corridor providing for two-lanes (one lane in each direction) with separated walking and cycling facilities on each side. The upgrade generally follows the existing alignment of SH16 and includes 600m of active modes upgrade only between Oraha Road and Tapu Road.

SGA state that this aspect of the project will also provide an important function of connecting people safely to the two proposed RTC stations (Kumeu RTS and Huapai RTS) and the strategic cycle network (included within the S3 RTC NoR). These connections to rapid transit stations adjacent to commercial activity will support a people oriented commercial centre that provides for the existing and future community needs⁵.

The works associated with the project include upgrades to existing stream crossings and Station Road will also be realigned to form a new signalised intersection with Main Road and Tapu Road. The plans containing general corridor alignment shows the envelope proposed to operate and maintain SH16/Main Road and all its ancillary components, including stormwater infrastructure, bridges, batter slopes and retaining walls, mitigation areas and construction areas.

⁵ AEE Page 63

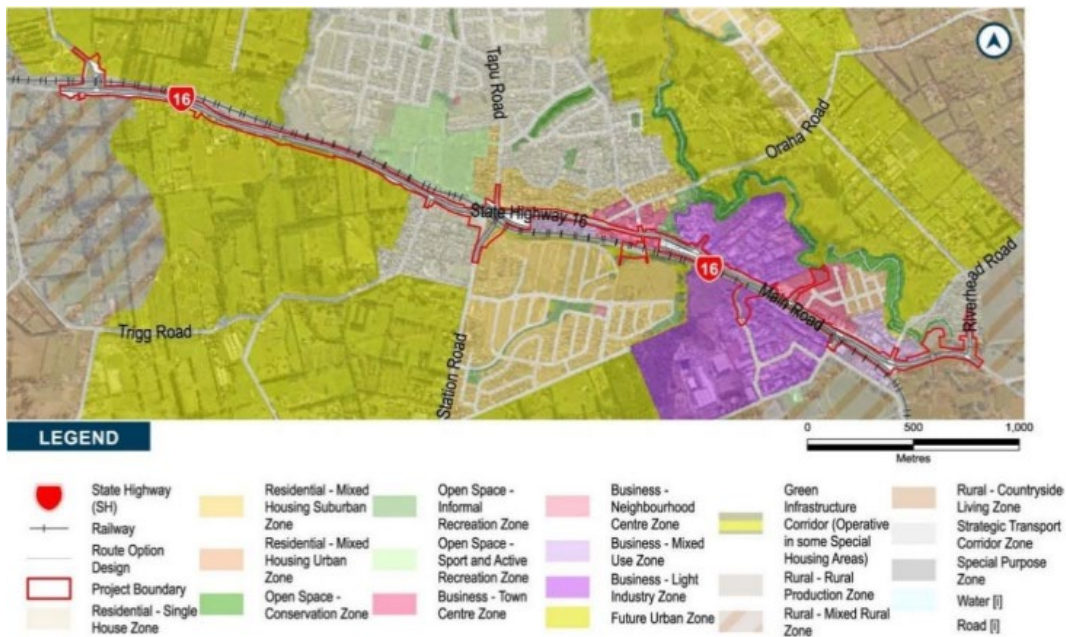


Figure 6: NoR S2 SH16 Main Road (Source: AEE)

Key components of the S1 - ASH are:

- The widening of the existing 20m wide two-lane urban arterial to a 24m wide corridor with walking and cycling facilities on both sides of the corridor;
- The realignment of Station Road to form a new signalised intersection with SH16 and Tapu Road;
- Tie-ins with existing roads, stormwater dry ponds, wetlands and culverts;
- Likely posted speed of 50kph with a design speed of 60 kph;
- Batter slopes to enable widening of the corridor, and other associated cut and fill earthworks; and
- Vegetation removal along the existing road corridor.

Indicative cross sections are shown below (references from the AEE have been included).

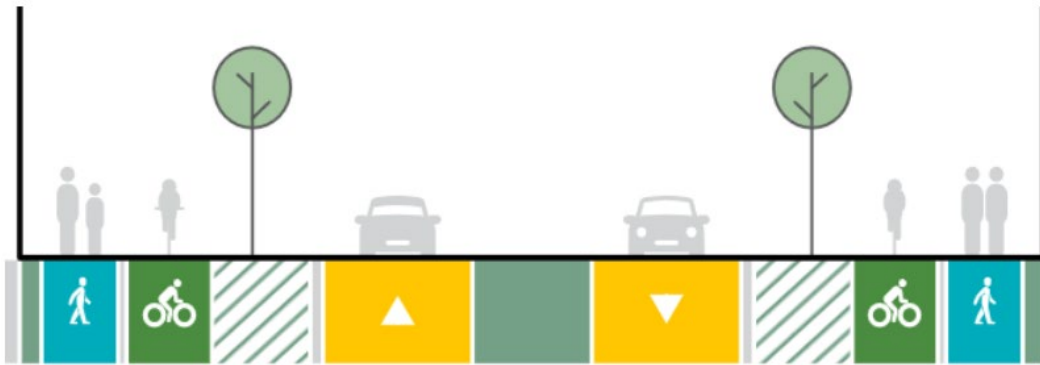


Figure 10-13: SH16 Main Road 24m urban arterial typical cross section

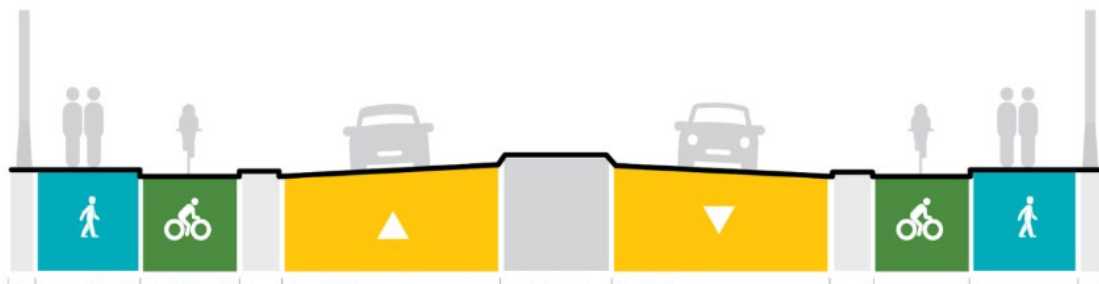


Figure 10-14: SH16 Main Road 24m urban arterial (typical bridge)

2.7.3 NoR S3: Rapid Transit Corridor

The proposed RTC has a total length of approximately 9.5km and is intended to operate in an uninterrupted free flowing manner with all road crossings grade separated. The RTC corridor is designed to enable bus rapid transit and is generally comprised of two sections, a rural section extending from Brigham Creek Interchange (adjacent NoR S1 - ASH) to SH16 and an urban section from Waitakere Road to Matua Road, where it is alternately co-located with SH16 Main Road (NOR S2 – SH16) and/or the existing NAL, terminating at Matua Road.

NoR S3 – ASH will affect the Huapai Tavern at 301 Main Road, a historic heritage building tracing its origins back to the 1870s and its associated Historic Heritage Overlay Extent of Place #482. The current tavern building is formed from a cluster of buildings, added to the original building over time. However, the original heritage structure (pre-1900 buildings) is still discernible and still forms the core of tavern.

The RTC also includes two RTS's: The Kumeu RTS and the Huapai RTS. These stations are subject to separate NoRs and these are set out further in this section of the assessment.

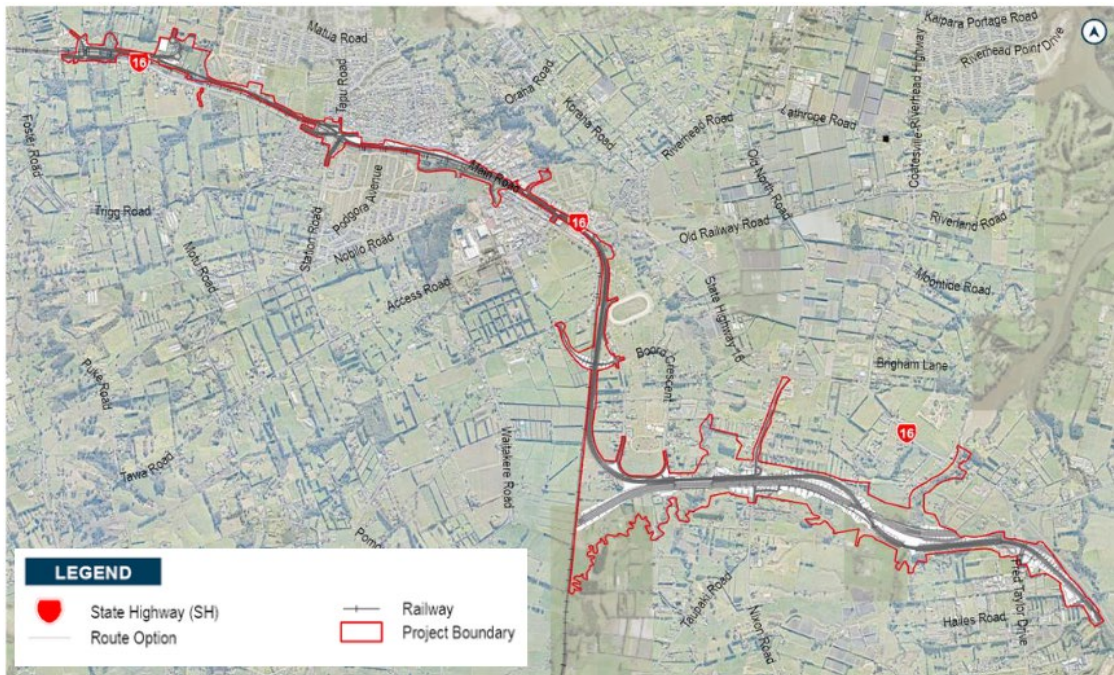


Figure 7: NoR S3 and Kumeu and Huapai RTS Stations

Key Components of the RTC Project are:

- An approximately 9.5km long corridor with a width of approximately 14m, increasing to 20m where the active mode path abuts the corridor. The RTC is intended to operate in an uninterrupted free flowing manner, designed to operate at 80km/h, (with a design speed of 90km/hr);
- A regional active mode facility (shared pedestrian and cycle path) connecting from Fred Taylor Drive (near the BCI) and runs alongside the S1 - ASH and S3 - RTC, then follows the S3 - RTC route to conclude at SH16 Main Road (to connect to the shared path as part of the NoR S2 – SH16);
- The RTC will be at ground level except at key sections to provide grade separation and pass over or under arterial roads (Fred Taylor Drive, Taupaki Road, the new Waitakere-Boord Crescent Link Road, Access Road and Station Road). The ASH over the RTC includes bridges to cross from the north to south side in the rural section.

Indicative cross sections are shown below (references from the AEE have been included). These show the RTC at the BCI, along side the ASH and on its own in a rural context.

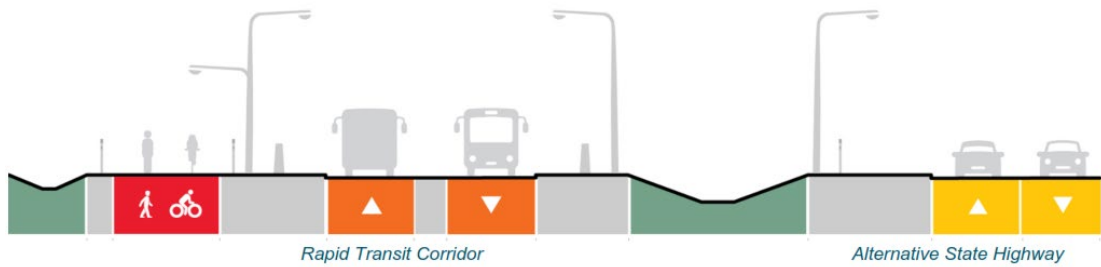


Figure 10-16: Typical Cross Section – RTC near Brigham Creek Interchange



Figure 10-17: Typical Cross Section – RTC alongside ASH at Taupaki Road (shared path will re-join RTC at Boord Crescent)



Figure 10-18: Typical Cross section – Rural RTC

The indicative cross sections for the part of the RTC that runs adjacent to SH16 is as follows:

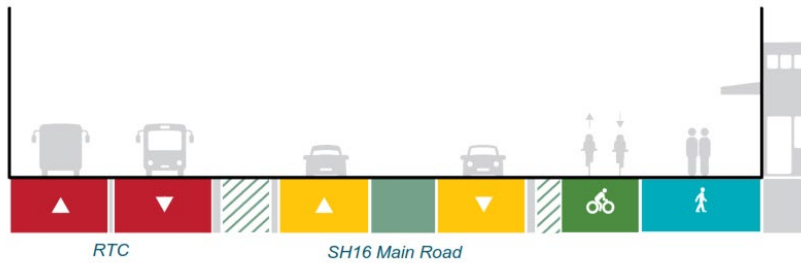


Figure 10-19: Typical Cross Section – Urban RTC at SH16 Main Road

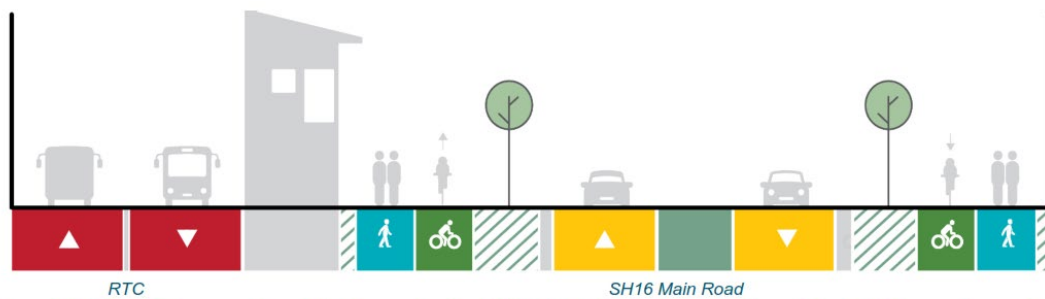


Figure 10-20: Typical Cross section – RTC at rear of urban block, SH16 Main Road on northern side and NAL on southern side (not shown)

2.7.4 KS NoR – Kumeu RTS

The Kumeū (KS) RTS is proposed to be within a Business - Local Centre Zone and would be accessible by local bus services, walking and cycling and on demand travel (pick up/drop off). An active mode overbridge and path is intended to connect station users to Wookey Lane and Vintry Drive. SGA state that the station forms a transport node for the Kumeū community for trips south towards key employment centres such as Westgate and the city centre.

The Kumeū Station also has an effect on the Huapai Tavern at 301 Main Road. SGA propose that the Huapai Tavern be relocated to another location within the designation route although no location has been determined at this stage.

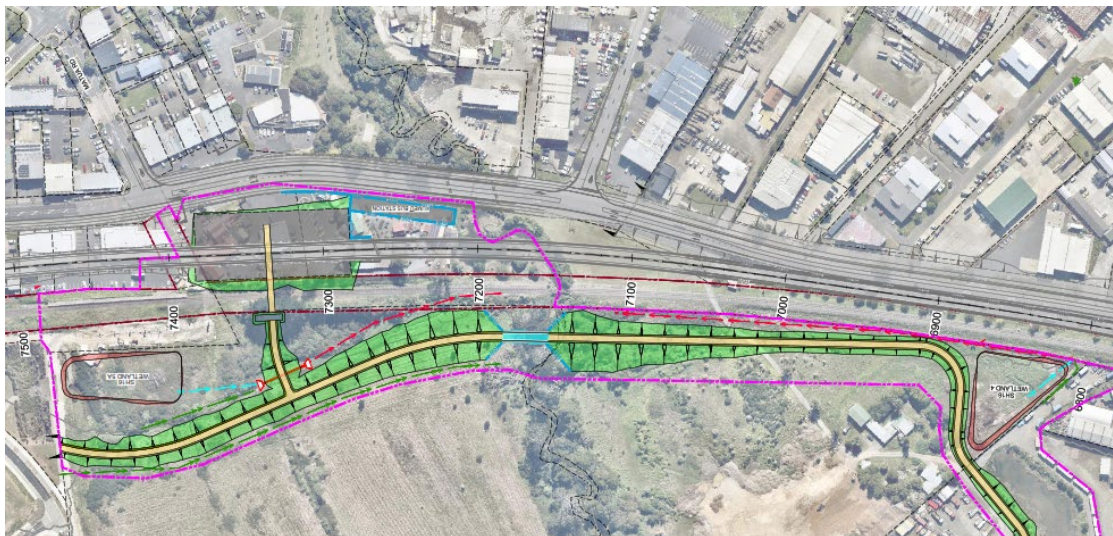


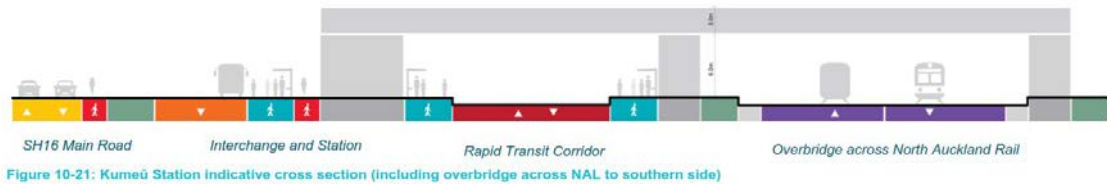
Figure 8: NoR KS - Kumeu RTS

Key features of the Kumeū Station project include:

- Station building, with provision for customer service, public toilets, ticketing facilities, staff rooms and maintenance and equipment rooms;
- Transport interchange facilities including:
 - Bus layover spaces and bus turnaround provisions;
 - Parking spaces for emergency and maintenance vehicles;
 - Pick up and drop off bays for on demand travel (e.g., ride share, taxi);
 - Bicycle and micro mobility provision, up to 350 cycle parks;
- Passenger platforms to access RTS, including overbridge with universal access facilities;
- Tie ins to existing network at SH16 Main Road and walking and cycling access (via overbridge) to a southern side shared path to Wookey Lane and Vintry Drive;
- Retaining walls and batter slopes with associated cut and fill activities (earthworks);
- Vegetation removal within the footprint, as required;

- Stormwater capture and treatment.

An indicative cross-section for the Kumeu RTS is as follows:



2.7.5 NoR HS – Huapai RTS

The RTS proposed at Huapai Station is proposed to be on the NALs northern side, south of Meryl Avenue and be an ‘end of the line’ station. The NoR HS provides for a service interchange, walking and cycling, on demand travel as well as park-and-ride. An active mode overbridge is proposed to connect station users to the land on the southern site of SH16 (currently zoned FUZ), where the NW Spatial Strategy shows an indicative new town centre.

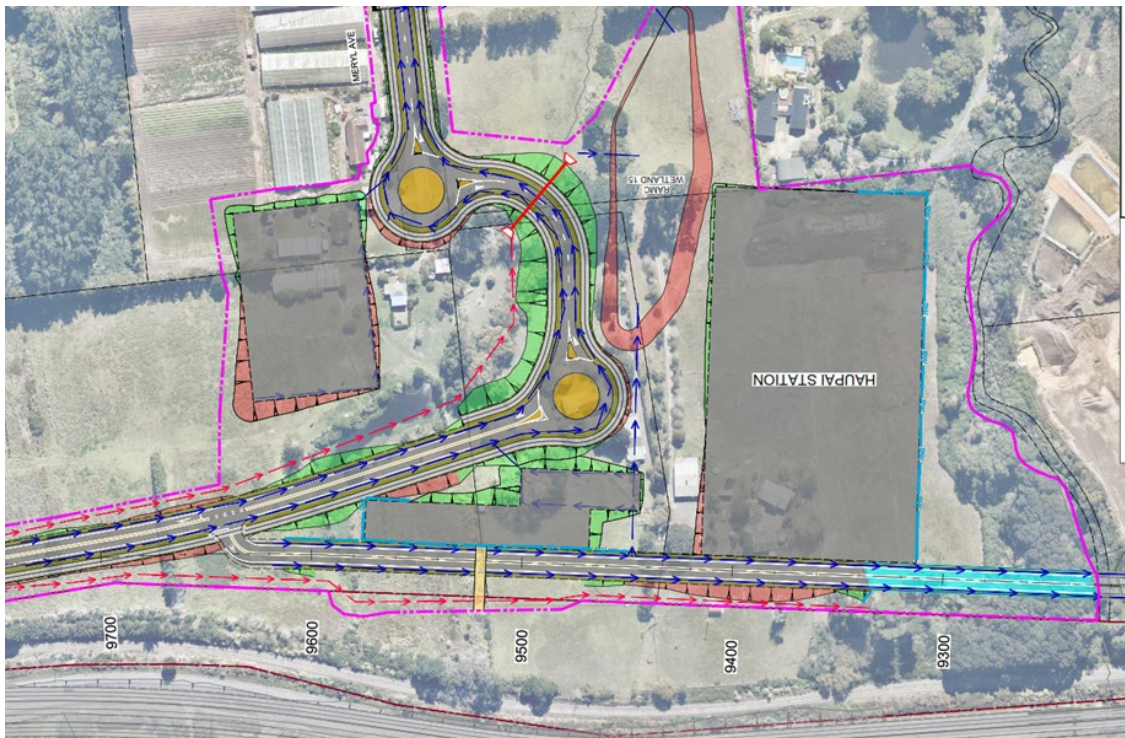


Figure 9: NoR HS - Huapai RTS (Source AEE Plans)

Key features of the Huapai Station project include:

- Station building, with provision for customer service, public toilets, ticketing facilities, staff rooms and maintenance and equipment rooms;
- Transport interchange facilities including:
 - Bus end of line layover and turnaround space, with provision for bus electric charging;

- Parking spaces for emergency and maintenance vehicles;
- Pick up and drop off bays for on demand travel (e.g., ride share, taxi);
- Bicycle and micro mobility provision, up to 350 cycle parks;
- Park-n-ride provision of up to 500 spaces;
- Passenger platforms to support bus rapid transit to access the RTC, including overbridge with universal access facilities;
- Tie ins to existing network at Meryl Avenue and Matua Road, with walking and cycling access (via overbridge) to south at SH16;
- Replacement of Matua Roads NAL level crossing with new grade separated road access to SH16;
- Retaining walls and batter slopes with associated cut and fill activities (earthworks);
- Vegetation removal within the footprint, as required; and
- Stormwater capture and treatment.

An indicative cross-section for the Huapai RTS is as follows:

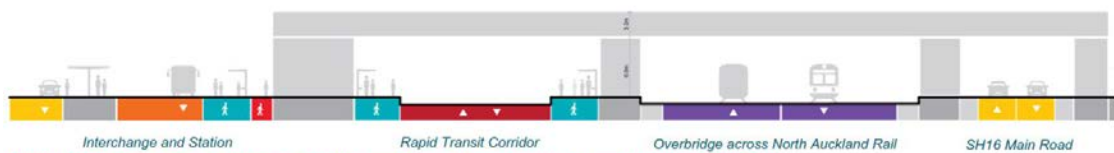


Figure 10-22: Huapai Station indicative cross section (including overbridge across NAL and SH16 to southern side)

2.7.6 S4 – Access Road Upgrade

It is proposed to widen the existing Access Road/Tawa Road corridor from its current width of 20m to a 30-35m wide four-lane cross-section (two lanes either direction) with walking and cycling facilities. Access Road will provide an arterial link between the Kumeu township and the S1-Ash interchange.

The upgrade of the corridor transitions from an urban cross-section at Wookey Lane intersection to a 35m rural edge cross-section going south. Along the rural section of the Access Road upgrade it will have a rural edge treatment (e.g., swales) and walking and cycling facilities on the FUZ (west) side. Through the existing business and industrial area, a 30m urban corridor is proposed, with walking and cycling facilities on both sides and urban stormwater treatment (wetlands).



Figure 10: NoR S4 - Access Road Upgrade

Key Features of the Access Road Upgrade are:

- Upgrading the existing Access Road corridor to a 30m wide four-lane arterial road with walking and cycling provisions, and to 35m rural corridor;
- Combination of stormwater wetlands and swales typically with a 9m wide width, on Access Road;
- A posted speed limit of 60km/h through the urban FUZ-rural edge area and 50km/h through the business and industrial area;
- Tie-ins with existing roads, stormwater dry ponds, wetlands and culverts;
- Batter slopes to enable widening of the corridor, and associated cut and fill activities;
- Vegetation removal along the existing road corridor;
- Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.

An indicative cross-section for the Access Road upgrade is as follows:

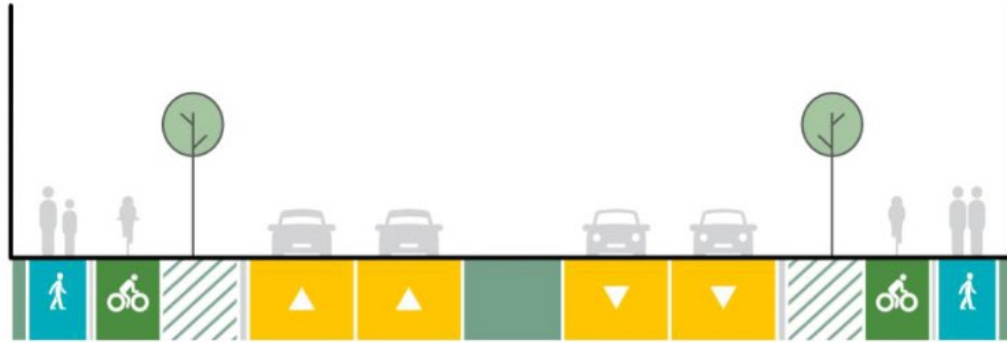


Figure 10-24: Typical urban cross section 30m – Access Road (north of Wookey Lane)



Figure 10-25: Typical rural cross section 35m – Access Road (south of Wookey Lane)

2.8 Affected land

Designation plans (provided as Attachment A in Form 18 of each of the NoRs) together with the schedule of directly affected properties (provided as Attachment B in Form 18 of the NoRs) describe the land that will be directly affected and required for the project and associated works.

2.8.1 Site, locality, catchment and environment description

This report relies on the site and environment descriptions provided by the Requiring Authority as set out in the following sections of the AEE supporting the NoR:

NoR	Section of AEE and page number
S1 Alternative State Highway	10.2.3 (pages 57-62)
S2 SH16 upgrade and widening	10.3.3 (pages 65- 69)
S3 Rapid Transit Corridor	10.4.4 (pages 76-85)
S4 Access Road upgrade	10.5.3 (pages 88-91)
HS Huapai Rapid Transit Station	10.4.4 (pages 76-85)
KS Rapid Transit Station	10.4.4 (pages 76-85)

2.9 Other designations, notices of requirement, plan changes and consent applications

As stated above in section 2.1.5, the land within or adjoining the NoR is subject to existing designations as summarised in each section for the eight NoR's. The AEE sections also include known plan changes.

Upon request from the Hearing Commissioners, the Council can provide a list of existing land use and focused regional consents (e.g., groundwater takes, network discharges) within and immediately adjoining the project footprint. Due to the large spatial extent of these NoRs, and as consent processing is a continually evolving situation, this information has not been appended to this report.

It is noted that several plan changes have been recently approved or notified with legal effect in the locality and these include:

Approved Plan Change 69 (Spedding Block):

This plan change became fully operative on 12 March 2023. It rezones approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from FUZ to Business –Light Industry Zone. Once implemented, the plan change could enable business growth in Whenuapai and advance requirements for delivery of supporting infrastructure.

Proposed Plan Change 78 (Intensification):

This plan change has been prepared in response to the NPS-UD and requirements of the RMA to enable more intensive development in and around neighbourhood, local, town and city centres and rapid transit stops and incorporate Medium Density Residential Standards (**MDRS**) into the AUP:OP. It is noted that areas of residentially zoned land adjacent to State Highway 16 and Access Road are proposed to be retain their existing Single House Zone.

Spatial Planning

As set out in the AEE the Kumeū-Huapai Future Urban Zoned area has not been structure planned yet. The NW Spatial Strategy only outlines centres and business land use and does not identify further residential or community space, as such it is high level and not a structure plan. In Kumeū-Huapai it indicates an expanded 'Future Town Centre' near the existing industrial centre, a smaller 'Future Neighbourhood Centre' further west near Meryl Drive. A few smaller 'local centres' are identified, and an expanded industrial area along the edge of the RUB at Access Road. The remainder of the FUZ is unspecified as 'Future Residential and Other Uses'. The land along the SH16 corridor near the centre is already zoned under the AUP:OP for business uses, including Business – Mixed Use and Business – Local Centre, as well as residential.

The Brigham Creek Interchange and RTC in Redhills North is identified as FUZ.

The Kumeū-Huapai Centre Plan was developed by the local community, Auckland Council and the Rodney Local Board in 2017 and sets a vision for how the centre will respond to growth over the next 30 years. SGA state that all of the NW Strategic Projects will assist in realising the vision of the Kumeū-Huapai Centre Plan.

Key components identified by the Kumeū-Huapai Centre Plan are changes to town land use, with greater commercial and residential activity in the town centre and industrial land use shifting away from SH16 Main Road, to create a more people-oriented place, see Figure 10-2. SGA state that the NW Strategic Package will route protect several of the transport priorities identified as required within the Kumeū-Huapai Centre Plan.

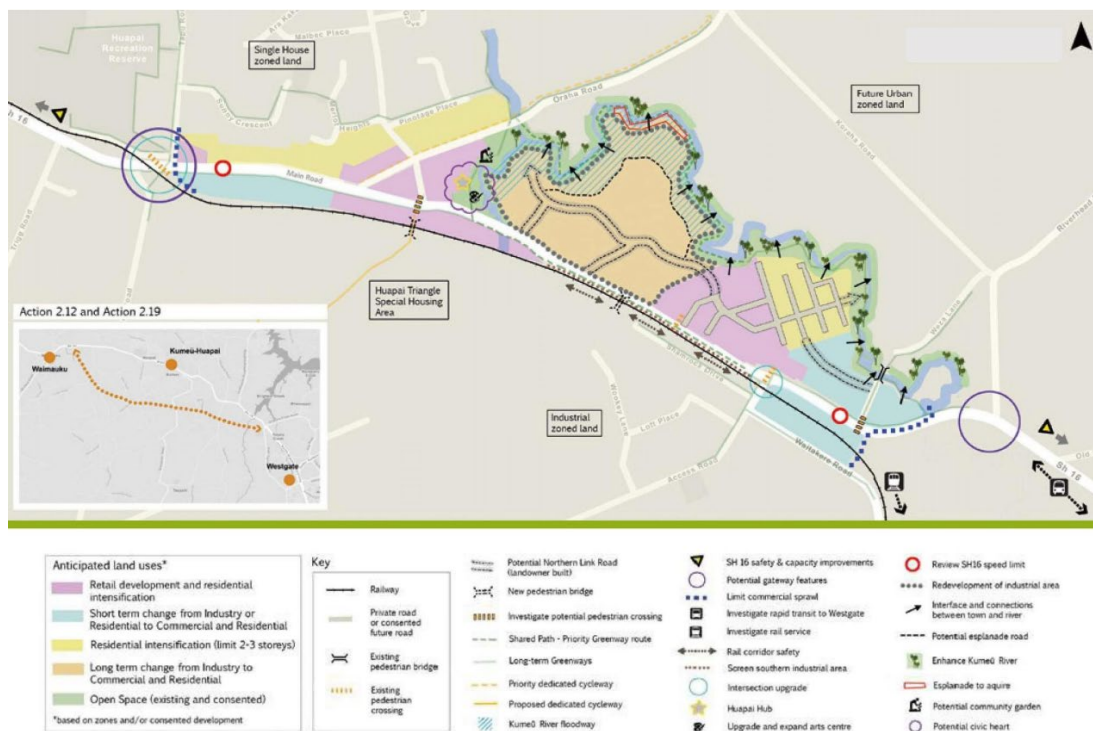


Figure 11: Kumeū-Huapai Centre Plan (Source: Auckland Council, 2017)

3 Notification, submissions and local board views

3.1 Notification

The NW Strategic NoRs were publicly notified on 23 March 2023.

The closing date for submissions was 24 April 2023.

The number submissions received for each NoR is set out in the table below

NoR	Support	Oppose	Neutral/Not Stated	TOTAL
S1 (ASH)	50	28	11	89
S2 (SH16)	10	42	7	59
S3 (RTC)	18	74	7	99

S4 (Access Rd)	10	26	4	40
HS (RTS)	5	12	3	20
KS (RTS)	6	20	4	30
TOTAL	99	202	36	337

3.2 Consideration of Submissions

3.2.1 Late submissions

Submissions from the following persons were received after the closing date for submissions between that dates of Wednesday 26 April 2023 – Friday 28 April 2023. The submissions received were identical and lodged for each NoR:

- Murphy Property Development Limited
- Kings Height
- Nation Shine Limited
- Telecommunications Submitters
- NZRPG Group of Companies
- DBH Limited

At the start of the hearing, the Hearing Commissioners must decide whether to extend the closing date for late submissions. Under section 37A of the RMA, the Hearing Commissioners must take into account:

- the interests of any persons who, in the Hearing Commissioners opinion, may be directly affected by the extension or waiver; and
- the interests of the community in achieving adequate assessment of the effects of the proposal; and
- the duty under section 21 of the RMA to avoid unreasonable delay.

Under s37 and s37A of the RMA I recommend that the late submissions on each NoR be accepted. The reason for this recommendation is:

- the submissions were received within two or three days after submissions closed (and less than one week);
- the submissions are within scope;
- the matters raised in the submission are similar to other submissions that were received during the submission period and therefore do not disadvantage other directly affected parties;

- I am of the view that the submissions raise resource management matters which are relevant to the merits of the NoRs;
- I do not consider that the waiver would directly affect the interests of any person; and
- I am of the view that including the late submissions will not cause any unreasonable delay.

3.2.2 Assessment of submissions seeking the same relief across the three Strategic Growth North West packages of NoRs

The following submitters have submitted across multiple/all nineteen Strategic Growth North-West notices of requirement (Local Arterials, Strategic and Housing Infrastructure Funded):

- Heritage New Zealand Pouhere Taonga (all Strategic NoRs)
- Kāinga Ora (LATE submission on HIFTR, NoR1, NoR2a, NoR2b, NoR2c, W5, RE1)
- Ministry of Education (HIFTR, NoR1, NoR2a, NoR2b, NoR2c, S2, S3, W1, W3, W4, W5, RE1)
- NZPRG (all nineteen)
- Stride Properties Limited (NoR1, NoR2a, NoR2b, NoR2c, RE1, RE2, W1-W5)
- Spark New Zealand Trading Limited (S1, S2, S3 S4, W1, W2, W3, W5)
- Telecommunications Submitters (all nineteen)
- Watercare Services Limited (all nineteen).

These submissions will be dealt with separately (and consistently within each report) as the relief being sought is either the same or similar across the NoRs'.

3.2.3 Submission assessment for North West Strategic NoRs

I have read all the submissions lodged on the NW Strategic NoRs including the reasons for the submissions and the relief sought.

A total of 337 submissions were received across the six NW Strategic NoRs, as summarised in table above. NoR S1 received the most submissions (89) with the lowest being for NoR S4 (40). In total, 99 submissions were in support, 202 were in opposition 36 were neutral (or did not state).

A hyperlink to copies of submissions for each NoR are provided in **Attachment 2** to this report. Submissions are referenced by NoR and submission number (e.g. S1.1 refers to NoR S1 submission 1).

A summary of submissions are provided in **Attachment 4** to this report.

As 337 submissions were received and many of those submissions have multiple submission points. This assessment does not address each individual submission, although some submissions may be referred to specifically. Rather, submissions have been assessed with reference to the issues identified and the relief sought.

A significant number of submissions also refer to the alignment of the route as it applies to individual properties and seek clarification or removal of the NoR with regard to these properties. No detailed assessment of the route in relation to individual sites or justification for the partial or total location of the route on individual sites has been provided by SGA. Consequently the reporting planners have not provided an assessment on these matters at this time. However, once evidence from SGA and submitters has been made available Council officers would be available to provide further assessment, if required.

Many submissions raise similar issues, and these have been summarised as follows:

Positive Effects

- ASH, RTS' and RTC needed to support existing and planned urban growth
- Active mode pedestrian and cycleways supported
- Strategic NoR's will reduce traffic in Kumeu & Huapai and allow more timely access to the town centre and commercial viability long term
- Strategic NoR's supported but NoR S1 (ASH) should be 1st priority

Property/Economic Issues

- The extent of designation boundary is questioned or seeks further clarification
- Requests for properties not to be included in NoRs
- Access and loss of car parking from construction activity and final operation (especially S2 and S3 along or adjacent to SH16)
- Length of lapse period – blighting of land and development uncertainty
- Timing of acquisition and compensation
- Loss of property values
- Loss of business viability, uncertainty or disruption of commercial activities (especially S2 and S3 along or adjacent to SH16)
- Uncertainty about the reinstatement of property following completion of construction works
- Uncertainty of final works required (retaining walls, battered slopes, earthworks)
- NoR prioritisation - seek NoR S1 to be prioritised over S2, S3 (HS and KS) and S4
- Move Huapai out of the floodplain

- Potential contamination of rural drinking water (roof tanks)

Natural hazards and Flooding

- NoR's will cause flooding especially in flood prone areas like Kumeu and Huapai which are in a SMAF1
- Raising road levels will exacerbate existing flooding
- Need for better waterway management to avoid flooding
- Update flood methodology following recent floods
- Requests that stormwater be dealt with within the designation and not exacerbate flooding issues on adjacent properties

Noise and Vibration

- Construction noise and vibration
- On-going operational noise - especially S1 (ASH) and S3 (RTC)
- Need for noise barriers to screen noise from individual properties

Traffic effects

- Access and parking issues (including loss of parking spaces and disputed access on or adjacent to SH16)
- Design issues and routes chosen (especially S1 and S3)
- Necessity for bus lanes and cycle lanes
- Future proofing and integration with existing infrastructure
- Safety around schools
- Strategic NoR's will not alleviate traffic congestion
- RTS's and RTC not necessary
- RTS's in wrong location
- Increased transport emissions
- Construction effects on traffic
- Speed limits (S4 Access Road)

Ecology

- Bat mitigation (corridor too extensive)
- Protect existing wetlands
- New wetlands too extensive

Iwi Effects

- Earthwork impacts on whenua and removal of productive soils
- Effects on Wai Māori from construction and operation near freshwater waterways

Landscape Effects

- Changes to/loss of rural character
- Landscape and amenity – reinstatement of property

Heritage

- Effects on the Huapai Tavern (KS)
- Need for precautionary archaeological authority to be obtained
- Adequacy of the heritage assessment and HHMP Conditions

Social Effects (also associated with a number of issues identified above)

- Uncertainty due to 20 year lapse period
- Loss of rural amenity
- Prolonged construction effects – all NoR's cumulatively
- Effects on domestic and rural animals

Other matters raised:

- Construction effects - noise, vibration, dust, congestion, pollution
- Effects on other infrastructure – i.e. network utility operators, rail
- Adequacy of consultation and engagement – inadequate or requesting ongoing/periodic engagement
- Adequacy and timing of the designation process
 - Timing (lodgement and notification timeframe) – recent flooding events
 - Lapse period
 - Assessment of alternatives – either inadequate or recommending alternatives
 - Timing of projects
 - Necessity for projects including elements of projects i.e., active mode facilities (cycling and pedestrian), and bus lanes
 - Conditions – requests for site specific/new conditions, or amendments.

The issues raised in submissions have been considered in the assessment of the NW Strategic NoRs, including by each of the Council specialists. The matters raised in submissions have been included in the assessment effects, relevant statutory provisions and the recommended conditions to be included in each NoR.

4 Local Board views

Views were sought from the Rodney Local Board and the Upper Harbour Local Board following the close of submissions. The Upper Harbour Local Board provided their views at a local board meeting on 22 June 2023 and the Rodney Board provided theirs on 23 June 2023. These views are summarised below. The Local Boards have resolved to speak to their views at the hearing.

Local Board views are provided in **Appendix 2** to this report.

4.1 Rodney Local Board

The Rodney Local Board has considered all 19 Local Arterial and Strategic NoRs made and the following resolutions with regard to the Strategic NoRs:

- support S1 the alternative state highway: a new dual carriageway motorway and the upgrade of Brigham creek interchange in Whenuapai.
- express concern that the adverse effects of flooding are more than minor for the notice of requirement S2: State Highway 16 (SH16) Main (Huapai): upgrade of the existing SH16 designation 6766 to provide for the road corridor upgrade, including the shared footpaths and cycle lanes (active mode facilities) and realignment of the Station Road intersection with SH16.
- express concern that the adverse effects of flooding are more than minor for the notice of requirement S3 Rapid transit corridor (Kumeu): new rapid transit corridor with shared footpath and cycle lane (active mode corridor)
- express concern the adverse effects of flooding are more than minor for that notice of requirements KS of Kumeu Rapid Transit station New rapid transit station including transport interchange facilities accessway
- express concern the adverse effects of flooding are more than minor for that notice of requirements HS: Huapai Rapid Transit Station: New rapid transit station, including transport interchange facilities, park and ride and accessway
- express concern the adverse effects of flooding are more than minor for that notice of requirements of S4: Access Road (Kumeu): Upgrade of Access Road with separate footpath and cycle lane
- express concern that the delivery of these projects is overdue given the decades of growth in the North West leading to Rodney being the fastest growing area of Auckland accommodating massive urban sprawl yet there having been little investment in capacity on State Highway 16 or in provision of any rapid transit solutions that would encourage mode shift and mitigate climate impacts

- express concern that the congestion on State Highway 16 is compromising regional productivity as commuter traffic and rural production compete with students and visitors, for the opportunity to use the route with weekends being no better than during the week as recreational travelers from all over Auckland come out to our visitor attractions, regional parks, beaches and to participate in activities not available in other parts of the city
- seek clarification of the sequence of delivery of the notices of requirements in the North West Strategic Package
- support a moratorium on all future development in the North West until all the projects that follow the notices of requirements have been delivered.

I note that flooding effects are discussed in section 6.2.5 and traffic and congestion effects are discussed in section 6.2.2 and in the urban design section (6.2.8) and economics effects section 6.3.16.

4.2 Upper Harbour Local Board

The comments from the Upper Harbour Local Board related to the Local Arterials NoRs.

5 Consideration of the notice of requirement

5.1 Designations under the Resource Management Act 1991

The RMA provides that the procedures adopted in processing a notice of requirement are generally those adopted for processing a resource consent application. This includes lodgement, requiring further information, notification, receiving and hearing of submissions. In respect of this NoR, all of those procedures have been followed.

The procedure differs from the resource consent process in respect of the council consideration of the NoR. Section 171(1) of the RMA states:

- (1A) *When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.*
- (1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*
- (a) *any relevant provisions of—*
- (i) *a national policy statement:*
 - (ii) *a New Zealand coastal policy statement:*
 - (iii) *a regional policy statement or proposed regional policy statement:*
 - (iv) *a plan or proposed plan; and*

- (b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*
 - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*
 - (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
 - (d) *any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*
- (1B) *The effects to be considered under subsection (1) may include any positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation, as long as those effects result from measures proposed or agreed to by the requiring authority.*

Section 171(1) is subject to Part 2 of the RMA. Part 2 contains the purpose and principles of the RMA. It has been confirmed by the Environment Court that, in relation to a designation matter:

...all considerations, whether favouring or negating the designation, are secondary to the requirement that the provisions of Part II of the RMA must be fulfilled by the proposal.⁶

After considering these matters, the council needs to make a recommendation to the requiring authority under section 171(2) of the RMA which states:

- (2) *The territorial authority may recommend to the requiring authority that it –*
 - (a) *confirm the requirement:*
 - (b) *modify the requirement:*
 - (c) *impose conditions:*
 - (d) *withdraw the requirement.*

Reasons must be given for the recommendation under section 171(3) of the RMA. Refer to section 9 below for my recommendation.

⁶ See *Estate of P.A. Moran and Others v Transit NZ (W55/99)*

Section 181 of the RMA relates the alteration of an existing designation being: SH16 – Hobsonville to Wellsford (identified as Number 6766 in the AUP Chapter K Designations Schedule) and held by Waka Kotahi that has been given effect to. This provision applies to NoR S2 – SH16. existing SH16 – Hobsonville to Wellsford (identified as Number 6766 in the AUP Chapter K Designations Schedule) held by Waka Kotahi. The alteration is limited to the works proposed as part of the alteration. It does not include works that could be undertaken within (or effects that are or could reasonably be generated by) the existing designations.

Section 181(2) states that sections 168 to 171 apply to the “modifications” as if it were a requirement for a new designation. Section 181 is set out below:

181 Alteration of designation

- (1) A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if—*
 - (a) the alteration—*
 - (i) involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
 - (ii) involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
 - (b) written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
 - (c) both the territorial authority and the requiring authority agree with the alteration—*

and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.
- (4) This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.*

6 Effects on the environment

SGA's assessment of effects on the environment is set out in sections 12 through 25 of the AEE. I note that the AEE uses the term "impact" with regard to how the NoRs affect the environment. As the RMA and in particular, section 171 of the RMA, uses the term "effects on the environment" we have taken the approach that references to "environmental impacts" are to be read as "environmental effects".

It is acknowledged that SGA intends that the construction of strategic NoRs is to be timed and sequenced with the planned zoning and urbanisation set out for the North West in the FULSS. In that regard, an assessment of effects against the existing environment will not necessarily provide an accurate reflection of the future environment in which the effects of the NoRs will be experienced. Accordingly, the assessment of effects in this report has also considered the likely future effects of the designation and SGA has also undertaken this assessment.

It is also noted that NW Strategic NoRs apply to the route proposed for designation and not to the actual physical works involved. Should the NoRs be confirmed, an outline plan of works process under section 176A of the RMA would apply to the detailed design and implementation of the works needed to implement the works. That said, it is incumbent on the Requiring Authority to demonstrate that effects of the designation, including its implementation, have been assessed and have been adequately considered.

The assessment of effects in this report considers the effects on the environment of allowing the NoRs, having particular regard to the matters set out in sections 171(1)(a) to (d) and 181 of the RMA.

6.1.1 Effects to be disregarded – trade competition

I do not consider that there are any trade competition effects that should be disregarded.

In my view the submissions do not raise any trade competition issues.

6.1.2 Effects that may be disregarded – permitted baseline assessment

The permitted baseline refers to the adverse effects of activities that are permitted by a plan on a site. In this case the NoRs refer to multiple sites with a range of different zonings and combinations of permitted activities. This includes rural zones (Rural – Mixed Use, Production Zone and Countryside Living), open space zones, business and industrial zones and the FUZ.

The Environment Court in *Beadle v Minister of Corrections* A074/02 accepted that the obligation to apply permitted baseline comparisons extended to Notices of Requirement. In *Nelson Intermediate School v Transit NZ* (2004) 10 ELRNZ 369, the Court accepted that the permitted baseline must define the "environment" under section 5(2) (b) and (c) and from that section 171(1). When considering the adverse environmental effects of a proposal, the effects may be considered against those from permitted baseline activities. As the effects resultant from permitted baseline activities

may be disregarded, only those environmental effects which are of greater significance need be considered.

In *Lloyd v Gisborne District Council* [2005] W106/05, the Court summed up the three categories of activity that needed to be considered as part of the permitted baseline as being:

1. What lawfully exists on the site at present.
2. Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent (see for example *Barrett v Wellington City Council* [2000] CP31/00).
3. Activities which could be carried out under granted, but as yet unexercised, resource consent.

Application of the permitted baseline approach is discretionary depending its merits in the circumstances of the NoR.

In this case, I am of the view that there are a range of permitted activities that apply to the various zones and these include permitted levels of earthworks, vegetation clearance, construction noise and the establishment of roads. However, the permitted thresholds and associated effects that apply throughout the AUP zones are significantly lower than the scale and intensity of activities proposed that they provide very little, if any, useful comparison of effects. Therefore, I recommend that the permitted baseline be disregarded on the grounds that is of little assistance.

6.1.3 Effects that may be disregarded – written approvals.

Any effect on a person who has given written approval to the notice of requirement may be disregarded if it is appropriate to do so.

No written approvals were included in the notice of requirement and at the time of writing none have been provided.

6.1.4 Use of Management Plans

SGA proposes to use management plans to address the majority of anticipated environmental effects and these have been offered as conditions of consent. If confirmed, the management plans would provide the framework to guide the final design of the various components of the transport corridors as well as avoid, remedy mitigate or manage the adverse effects of the construction activities associated with the implementation of the project. The following management plans have been offered by SGA:

- Construction Environmental Management Plan (CEMP);
- Construction Noise and Vibration Management Plan (CNVMP)
- Construction Traffic Management Plan (CTMP)
- Ecological Management Plan (EMP)

- Historic Heritage Management Plan (HHMP)
- Stakeholder Communication and Engagement Management Plan (SCEMP)
- Urban and Landscape Design Management Plan (ULDMP)

It is acknowledged that the NoR process is primarily about route protection rather than implementation and in that regard a management process is accepted as an appropriate method, given that detailed assessment and implementation would occur at the Outline Plan of Works stage.

However, it is important that the NoR conditions set out a robust resource management process for the preparation of management plans. Council considers that use of management plan conditions needs to be certain and enforceable. In that regard management plan conditions should have a clear objective as to what it is to achieve as well as specific measures to avoid or mitigate potentially adverse effects. Management plans should also avoid delegation of decision making requirements to a Council officer.

In my view, the following matters need to be considered in the preparation of management plan conditions:

1. Management plan purpose – clear and specific purpose and outcome;
2. Adoption of Best Practicable Option where appropriate especially for construction related management plan (noise and vibration, construction traffic, construction management);
3. Inform the duration, frequency and timing of works to manage disruption on affected receivers;
4. Engagement with affected receivers;
5. Specific details relating to avoiding, remedying or mitigating adverse various effects on the environment and neighbouring properties;
6. Complaints procedure;
7. Details on the monitoring of effects (and how these would inform the management plan going forward); and
8. Details on the process to amend, update or review any management plans

Generally, it is my view that SGA has adopted these principles in its preparation of recommended management plan conditions. In a number of circumstances Council officers have recommended amendments to the management plans to address certain adverse effects and/or make the management plans more effective.

It is general practice for the Council to certify management plans that form conditions of designations. In the case of these NoRs, a great deal of reliance is being placed on management plans as the principal method to avoid, remedy or mitigate adverse effects on the environment. In my view, it is important that the council retains the ability

to review any management plan for completeness and to make changes to the management plans without the need for formal review of the conditions. Accordingly, I have added a certification clause to each management plan condition.

6.1.5 Positive effects

Section 13 of the AEE lists the positive effects of the NW strategic network as a whole with an assessment of positive effects provided with each assessment of individual effects. The positive effects identified by SGA that apply to the strategic network are identified as being:

General

- Supporting and enabling growth;
- Identifying and designating improved and new transport corridors that would support Auckland Council's growth aspirations for the growth areas of Auckland, including intensification and density of growth, resulting in more efficient urban land development;
- Improved access to economic and social opportunities and resilience of the strategic transport network;
- Protecting improved and new transport corridors would:
 - Improve travel choices and access to the critical economic and social needs of the existing and future communities;
 - Reduce an over-reliance on existing strategic transport corridors;
 - Better align the form and function of existing transport corridors with the planned urban form;
 - Support freight service operations for businesses in the industrial and commercial areas of Whenuapai, Kumeū-Huapai and the wider Auckland region; and
 - Support interregional travel through the provision of the ASH as an alternative route to SH16 Main Road and the provision of park and ride facilities as part of the Huapai RTC Station.

Transformational mode shift

The transport network supports a shift from private vehicles to public transport, walking and cycling, which will provide greater travel choice and healthier outcomes for all people as the city grows. This is achieved through the provision of a new RTC and active mode facilities along or adjacent to all corridors in the strategic network. Additionally, the S1 - ASH will facilitate the removal of freight and intra-regional movements from SH16 Main Road, which allows for the addition of safe active mode corridors on SH16 Main Road.

Land use and transport integration

Integrating future transport outcomes with Auckland Council's strategic goals for land use and urban form can provide for growth in a way that delivers high quality urban outcomes, placemaking and enhanced liveability, including the desire for a quality, connected urban environment.

Improved safety

Protecting improved and new transport corridors will help to address existing and increasing safety risks on transport corridors as growth areas urbanise, including:

- Provision of dedicated space for cyclists and pedestrians to safely accommodate these modes;
- Specific safety improvement projects, such as improvements to existing transport corridors; and
- A reduction in private vehicle travel as a result of mode shift towards public transport and walking and cycling.

Sustainable outcomes

Protecting improved and new transport corridors will support the Government's policy shift towards more sustainable outcomes (Government Policy Statement (GPS) on Land Transport 2021 to ensure the land transport system is both economically and environmentally sustainable.) through effective land use transport integration and supporting mode shift towards more sustainable travel choices such as public transport and walking and cycling.

Infrastructure integration

Integrating the transport response with the needs and opportunities of network utility providers to provide a better whole of system outcome as Te Tupu Ngātahi provide space for utility provision within conceptual design.

Conclusion about Positive Effects

I generally agree with these broad positive effects identified by SGA in the AEE that relate to the project as a whole. I also acknowledge that these positive effects must be taken into consideration when balancing any adverse effects on the environment.

6.2 Actual and Potential Adverse Effects

Effects on the environment are addressed in sections 14 through 26 of the AEE. The following discussion addresses the adverse effects of NoRs S1-S4, KS and HS. The relevant reports by SGA specialists are referred to and are provided in Appendix 4 to the AEE. The issues raised in submissions have also been considered and are referred to where relevant.

6.2.1 Effects of the Lapse Period Sought

Pursuant to section 184 of the RMA, a designation lapses five years after it is included in the district plan unless:

- a) It has been given effect to; or
- b) Within three months of the designation lapsing, the territorial authority determines that substantial progress or effort has been and continues to be made towards giving effect to the designation, or
- c) The designation specifies a different lapse period

SGA has sought a uniform lapse period of 20 years for each of the NW Strategic NoRs with the exception of the S2 NoR that applies to SH16 as that designation (designation 6766) has already been given effect to and therefore has no lapse date. The lapse period for the new NoRs is therefore four times longer than the default lapse period in the RMA.

Section 5.1 of the AEE sets out the rationale for the extended lapse period and the following reasons have been offered:

1. It provides statutory protection of the land required for transport infrastructure to support future growth in a manner that recognises the uncertainty associated with the timing of that growth. As discussed in greater detail below, there is a high degree of uncertainty as to when urbanisation of the future urban zone (**FUZ**) will occur.
2. It supports efficient landuse and transport integration by enabling the efficient delivery of transport infrastructure at a time and in a way that is integrated with future urbanisation.
3. It provides the Requiring Authorities sufficient time to:
 - a. Undertake the detailed design of the projects;
 - b. Obtain the necessary resource consents;
 - c. Procure funding;
 - d. Undertake tendering / procurement;
 - e. Undertake property and access negotiations and other processes associated with the Project construction.
4. It provides property owners, businesses and the community certainty on where transport routes will be located (i.e., within the designation boundaries) and within what timeframe (the end lapse date).

SGA has also stated that it is not uncommon for infrastructure projects to have a longer lapse period and refer to recent confirmed projects such as Drury Arterials (AT and Waka Kotahi), Southern Links (Waka Kotahi), the Northern Interceptor Wastewater Pipeline (Watercare) and the Hamilton Ring Road (Waikato District Council, Hamilton

City Council). SGA adds that setting an “unrealistically” short lapse period would not be a significant factor in facilitating earlier availability of funding than is planned at the time the NoR is sought.

In my view, these are all valid reasons for seeking a longer lapse period with regard to achieving the objectives of the NoR project. However, a longer lapse period has a range of effects on those persons subject to (or potentially adjacent to) the NoRs including the following:

- Creating a long period of uncertainty for the affected landowners;
- Limitation on the changes or improvement to the land affected, particularly commercial business owners;
- Loss of property value.

Section 176 sets out the effect of designations on land and with to regard owners and occupiers of land subject to a designation and section 176(1)(b) states:

(b) no person may, without the prior written consent of that requiring authority, do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—

(i) undertaking any use of the land; and

(ii) subdividing the land; and

(iii) changing the character, intensity, or scale of the use of the land.

The term “planning blight” has been used to encapsulate these concerns and is defined in the Oxford Dictionary as:

the reduction of economic activity or property values in a particular area resulting from expected or possible future development or restriction of development.

These issues were common to many submissions across all of the new NW Strategic NoRs and for the S2 - SH16 NoR (noting again that this is an existing designation). A common theme in the submissions received was that the 20 year term was too long and that a shorter period should be given. Many of the submitters to the new NoRs sought that priority should be given to the S1 - ASH project with a re-evaluation of the need for the S2 - SH16 and S3 - RTC NoRs following its construction and effectiveness.

Many businesses that have frontage to or rely on access from SH16 have expressed concerns about the effect the 20 year lapse date of both S2 and S3 will have on business viability. A number of submitters expressed concern that an extended lapse period would cause uncertainty and could unreasonably constrain business investment decisions, fund raising, the value of commercial land and assets. Other commercial

submitters are concerned that ongoing decisions regarding development of their own land or the improvement of their land will be unduly constrained.

With regard to the S1 - ASH (and the rural section of S3 between SH16 and the BCI) submitters are concerned about the ability to develop their properties or add value until the land is acquired. A number of rural commercial activities are located along the route and there is similar concern to those commercial submitters along SH16 that the 20 year lapse period will create uncertainty and restrict opportunities to add value to their property or business enterprise.

I note that under section 184 of the RMA, within 3 months before the expiry of the designations lapse period, a requiring authority can submit an application to the territorial authority to fix a longer lapse period. The lapse period can be extended if the territorial authority determines "*that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made*"; which is a similar test to that for extending resource consent's lapse period under Section 125 of the RMA. In that regard, it is acknowledged that it is feasible that should a 5 year lapse period be imposed, multiple extensions of 5 years could also follow.

In my opinion, a delicate balance needs to be struck between the practical needs of SGA to protect and secure the route and co-ordinate its implementation with planned urban growth, and the effect of that lapse period on property owners and occupiers. In my opinion, it is ultimately a question of fairness.

Having considered the explanation and rationale by SGA and the submissions received regarding the proposed 20 year lapse period for all the NW Strategic NoRs, it is my view that the concerns of the submitters are also valid and that a uniform 20 year lapse period for all the NoRs has the potential to create an unreasonable level of uncertainty and/or planning blight on the properties affected. This would be particularly experienced by those persons (comprising commercial, retail, industrial and residential properties) on Main Road SH16 through Kumeu where the blight effect could be concentrated and prolonged and have adverse effects on amenity, vitality and the viability of the town centre. I am also concerned that a uniform 20 year lapse period could have adverse effects on the social cohesion of the community at Kumeu and Huapai. In my view, the uniform 20 years lapse period for all six strategic NoRs should be reviewed.

I therefore recommend that SGA either consider:

- A shorter lapse period in the order of 10 years or each NoR (being double the period set in section 184 of the RMA); or
- Providing a priority sequence of the Strategic NoRs with corresponding cascade of lapse dates for implementation.

With regard to the latter, there is a clear preference in the submissions received that the first priority should be given to S1 - ASH with implementation of the S3 RTC (and associated RTS's at Kumeu and Huapai) following.

6.2.2 Transport effects

NoR Application

Transport effects are addressed in section 14 of the AEE with a specialist assessment included in Volume 4 of the AEE. The traffic assessment for all of the NoRs states the following positive effects:

- An ASH (S1) to remove strategic trips from within Kumeū-Huapai. This is intended to improve amenity and access to the Kumeū town centre, support the implementation of the RTC and provide direct and efficient heavy vehicle access from the state highway to the future industrial area via Access Road.
- A high quality, fast and reliable RTC (S3) connecting Kumeū-Huapai to Westgate, Whenuapai and the city centre (including the Kumeū and Huapai RTS's that is intended to support intensification of adjacent land uses and maximise walk-up catchments.
- The establishment of a reliable bus infrastructure network that connects both existing and new land uses to key destinations and Rapid Transit Stations, along SH16 Main Road.
- New and upgraded active mode facilities to improve safety, attractiveness and connectivity within and between centres. This includes the Regional Active Mode Corridor (**RAMC**) aligned with the RTC, alongside the ASH and pedestrian and cycle paths on either side of SH16.

S1 - Alternative State Highway

Figure 1-2 and Table 1-3 of the traffic assessment in the AEE sets out the components of the ASH and these are adopted for this assessment and set out below.

Segment Number	Comments
Brigham Creek Connection	<ul style="list-style-type: none"> • Grade separated interchange. • Separating higher speed state highway trips from local trips, including active modes and public transport. • Grade separation of state highway from Rapid Transit Corridor and Regional Active Modes Corridor. • Supporting safe access to residential and employment opportunities in Whenuapai and Redhills North growth areas.
Brigham Creek to North Auckland Line North Auckland Line to Tawa Road	<ul style="list-style-type: none"> • The design consists of a 4-lane dual carriageway with central and side barrier systems. • All local roads will be grade separated. • Under the ONRC Class 1 with no direct access and grade separation at all local roads / intersections, Safe and Appropriate Speed is 110 km/hr. • No at-grade access.
Tawa Road Connection	<ul style="list-style-type: none"> • Grade separated interchange • Separating higher speed state highway trips from local trips, including active modes • Grade separation of state highway from Rapid Transit Corridor and Regional Active Modes Corridor. • Supporting safe access to current and future employment growth along Access Road, as well as residential growth in the Kumeū and Huapai areas.
Tawa Road to SH16 existing	<ul style="list-style-type: none"> • Design consists of a 4-lane dual carriageway with central barrier systems and side barrier systems.
	<ul style="list-style-type: none"> • Opportunity for a 2-lane 'expressway' option for this section in the medium term to be investigated further. • Safe and Appropriate Speed is 110 km/hr. • No at-grade access.
State Highway 16 Main Road Connection	<ul style="list-style-type: none"> • Dual lane roundabout. • Transition from rural state highway to future Huapai urban environment • Supporting safe access to residential growth opportunities in Huapai growth area.

The assessment states that potential adverse effects on local roads crossing the Alternative State Highway corridor have been addressed by grade separation of the S1 - ASH corridor and, where necessary, realignment of local roads. This is intended to enable access along public roads to be maintained.

The assessment acknowledges the potential adverse effects of the S1 - ASH on individual property owners affected by the route alignment in relation to modified access driveways and private access roads. The construction phase could also have effects on local travel patterns. In response, the assessment states that these effects can be specifically considered, as part of the further design prior to implementation, as well as part of the Construction Traffic Management Plan (CTMP) prior to implementation (as those effects occur during both operational and construction phases).

S2 SH16

SH16 currently runs through Kumeu and Huapai and is comprised generally of one vehicle lane in each direction, other than between Access Road and Harikoa Street (two lanes in each direction). The AEE notes that within the existing urban area along the corridor, there is inconsistent provision of kerb and channel and footpath provision, whilst there are also limited cycling facilities, with cyclists only able to use the road shoulders in some urban sections.

The S2 - SH16 NoR proposes change to the function of SH16 Main Road from an existing two-lane road (which is semi-rural at the east and west extents) to a low-speed urban two-lane arterial with components for vehicles, public transport, active modes. A significant aspect of the proposal is realignment of Station Road to form a new signalised intersection with SH16 and Tapu Road. The proposed design includes a typical 24m cross section with two traffic lanes, as well as new facilities for walking and cycling.

The proposed widening of SH16 would also align with the proposed RTC that also generally runs along SH16 from west to east until it swings south to join the ASH and BCI.

SGA advise that the construction of the section of the SH16 upgrade between Access Road and Oraha Road will need to occur in advance of the construction of the RTC. SGA states that this is due to a combination of either the existing SH16 corridor needing to be relocated to facilitate the RTC or the construction of the SH16 upgrade requiring temporary diversion during construction, utilising areas that form part of the proposed RTC designation.

To manage the effects of construction a CTMP is proposed and offered as a condition of the designation. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, SGA propose that the CTMP shall include:

- Methods to manage the effects of temporary traffic management activities on traffic;
- Measures to ensure the safety of all transport users;
- The estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
- Size access routes and access points for all construction vehicles, the size and location of parking areas for plant, construction vehicles, and the vehicles of workers and visitors;
- Identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;

- Methods to maintain vehicle access to property and / or private roads where practicable, or to provide alternative access arrangements when it will not be;
- The management approach to loads on heavy construction vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
- Method that will be undertaken to communicate traffic management measures to affected road users (e.g., residents / public / stakeholders / emergency services).

As with the assessment for S1 - ASH the SGA traffic assessment states that construction and property effects in relation to access driveways and private access roads can be specifically considered, as part of the further design prior to implementation, as well as part of the CTMP prior to implementation (as those effects occur during both operational and construction phases). The assessment concludes that this approach will enable these potential adverse effects to be adequately addressed.

With regard to the effect on off-street and on-street parking the traffic assessment states that these will be appropriately addressed, by mechanisms such as the Public Works Act and future parking policy and strategy direction, given the context of the significant change in the land use and transport environment that this and the other Strategic Package projects enable and support.

The traffic assessment acknowledges that it is inevitable that the construction phase will have disruption effects to typical travel patterns and that there would need to a temporarily remove of some on-street car parking within the road reserve, primarily along the section of SH16 Main Road between the Weza Lane and Access Road intersections. The assessment states that the extent that parking will need to be temporarily removed, rearranged or relocated will depend on the more detailed construction methodology/approach at the time of implementation.

The proposed road widening will result in the removal of approximately 41 on street car parking spaces within the road reserve between Access Road and 92 Main Road. SGA state that given the anticipated future land use and transport context, the adverse effects from the loss of on-street parking can be managed at the implementation stage. This will align with broader parking strategies to ultimately complement the location's proximity to the Kumeū town centre and proposed Kumeū Rapid Transit Station.

S3 RTC

The AEE states that the RTC will support a transformational mode shift in Kumeū-Huapai through the provision of a safe, high-quality, frequent, and reliable public transport system that connects Kumeū-Huapai with Brigham Creek Interchange and with local connections onwards to Westgate and the Auckland city centre.

The traffic assessment notes that the current public transport offerings connecting Kumeū to Westgate and beyond provide a poor transport choice for existing and future residents. It adds that the current public transport network has high variability in travel time, poor levels of priority resulting in long travel times commensurate (or in some

instances longer) with travelling by car, and that services offer low frequencies. The assessment concludes that as a combined public transport service, the current choices are unattractive and time expensive for commuters, and in its current form are unlikely to encourage any form of significant mode shift from private vehicles.

The proposed S3 - RTC corridor predominately traverses rural land outside of the Future Urban Zone for around 6km of its total length of approximately 9.5km, with the last 3.5km being within the existing or Future Urban Zone areas. The S1 – ASH would be designed to provide an uninterrupted free flowing road with all road crossings grade separated along its length. The S3 - RTC will be at grade, except at key sections to pass over local and arterial roads, as well as the S1 - ASH.

Adjacent to the S3 - RTC is a Regional Active Modes Corridor (**RAMC**) (part of the S3 RTC NoR). The RAMC is a segregated walking and cycling corridor that is located adjacent to the Rapid Transit Corridor alignment from the Brigham Creek Interchange to the western edge of Kumeū-Huapai, terminating at the signalised intersection of SH16 Main Road and Weza Lane.

The traffic assessment concludes that the S3 - RTC (with the RAMC) will provide the following improvements to the road network:

- Increased opportunity and safety for pedestrians and cyclists between Huapai and Westgate;
- Reduced walking and cycling journey times;
- Transformational mode shift for public transport with the provision of a safe, high-quality, frequent, and reliable public transport system that connects Kumeū-Huapai with Westgate, Auckland City Centre and North Shore;
- A reduction in traffic along SH16 from increased walking/cycling/bus patronage.

S4 Access Road Upgrade NoR

The existing Access Road corridor is predominantly surrounded by greenfield land, with the exception of the eastern end, which is located adjacent to the light industrial land and Kumeū Showgrounds. It is comprised of one vehicle lane in each direction. The carriageway transitions from rural to urban (on both sides) near Wookey Lane.

It is proposed to widen the existing S4 - Access Road corridor from its current width of 20m to accommodate a 30m wide four-lane cross-section. The proposed cross-section of the corridor transitions from a rural edge cross-section to an urban cross-section at the Wookey Lane intersection. The S4 - Access Road upgrade effectively provides a four lane highway connection from Kumeu-Huapai to the S1 - ASH.

The transportation assessment states that the upgrade provides considerable positive transport effects in particular: improved safety, walking and cycling, public transport and general traffic (including freight) effects.

SGA propose to mitigate and manage the effects of construction traffic for all the NoRs through the use of a CTMP.

Council Specialist Review

This aspect of the S1 NoR has been peer reviewed by Anatole Sergejew a traffic engineer at Traffic Planning Consultants. A copy of this review is annexed as **Appendix 3A**.

Mr Sergejew notes that the transport analysis in the AEE has taken into consideration the Auckland Macro Strategic Model, in conjunction with a SATURN traffic model. These were used to estimate the generation and distribution of travel associated with the full development of the Future Urban Zones in Huapai-Kumeu and Whenuapai, and the mode share of the transport network proposed to accommodate that travel, via the combined six Strategic NoRs.

In general, Mr Sergejew agrees with SGA that the proposed strategic roading (S1, S2 and S4) and Rapid Transit Network and Stations (S3, KS and HS) infrastructure is necessary to accommodate travel associated with, and thus enable the future development of the FUZ land, and to achieve the other objectives of the NORs.

S1 – ASH

In reviewing the Transportation assessment, Mr Sergejew has identified three key transportation matters in relation to the S1 NoR being:

- Inter-dependency
- Construction staging
- Ability of the NoR projects in place at any time to accommodate travel growth as it occurs

Inter- dependency

Mr Sergejew acknowledges that the NW Strategic NoRs were developed as a package and in that regard there is a degree of interdependency between them. He states:

The various NORs were evaluated as a package, and the effect of each NOR depends on the other NORs. The provision of the Alternative State Highway (S1) and Access Road Upgrade (S4) contribute to enabling SH16 Main Road (S2) to perform at an acceptable level. The provision of the Rapid Transit Corridor and stations (S3, KS and HS) attracts a sufficient level of public transport patronage away from private motor vehicle travel to enable SH16 Main Road (S2), the Alternative State Highway (S1) and Access Road Upgrade (S4) to accommodate motor vehicle traffic with an acceptable level of service. However, the modelled performance of road intersections as reported in Appendix 2 of the Assessment of Transport Effects report indicates that even so, the east facing ramps of the Brigham Creek Interchange will be congested when the FUZ land is fully developed and all NOR projects are in place. This, and the modelled morning peak degree of saturation of 84% for the SH16/Matua Road intersection, suggest that should any single NOR not be

approved, the remaining NORs may be unable to fulfil their transport objectives.

Mr Sergejew therefore recommends that the NoRs be approved in their entirety. He adds that should any individual NoR be refused, then further work would need to be undertaken regarding the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

Construction Staging

SGA propose that construction traffic be managed through a CTMP which would be implemented at the construction phase via outline plan process. Mr Sergejew agrees with this approach and he considers that in situations where a transport project is constructed in a greenfields area, or in areas of current low roadside development and where the NoR land take can be quite wide, a CTMP should be sufficient to manage construction effects. However, in developed commercial areas he is of the view that major and extended construction can have a significant adverse effect on access to adjacent businesses that cannot be adequately mitigated by a CTMP. Mr Sergejew states:

With the current volumes of traffic on SH16 Main Road the strategic transport function of SH16 as the major access to Auckland's North-West as well as serving as a significant alternative route to SH1 north of Auckland, and the scale of works proposed along and adjacent to this corridor, I consider that the construction effects related to the NOR for SH16 Main Road upgrade (S2) and the components of the NOR for the Rapid Transit Corridor (S3) through the developed commercial areas of Kumeu and Huapai, are unlikely to be adequately mitigated by a CTMP.

To address this issue Mr Sergejew recommends an additional condition applying to NoRs S2 – SH16 and S3 – RTC within the CTMP as follows:

Works on S1 – Alternative State Highway and S4 – Access Road (including improvements to the Access Road intersection with SH16 Main Road as necessary) are completed and open to traffic before work is begun on the work in S2 – SH16 Main Road, and the components of S3- Rapid Transit and Active Modes Corridor through the developed commercial areas of Kumeu and Huapai.

I note that the approach by Mr Sergejew to have NoRs S1 - ASH and S4 - Access Road be completed as a first priority is also consistent with my recommendation for a staged implementation and a large number of submissions seeking the ASH be implemented as a priority.

Ability of the NOR projects in place at any time to accommodate travel growth as it occurs.

Mr Sergejew has considered the potential for the NW Strategic NoRs not being in place to accommodate the urbanisation of FUZ land as it occurs and the resulting additional

traffic congestion that would likely eventuate. However, the FUZ is not an urban zone in the sense that while it signals that land would be suitable for urban zoning, its provisions are restrictive for urban activities and enables activities similar to rural zones with regard to the limited activities provided for.

I note that FUZ description in the AUP (Chapter H18) states:

The Future Urban Zone is applied to greenfield land that has been identified as suitable for urbanisation. The Future Urban Zone is a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the site is re-zoned for urban purposes.

The AUP Appendix 1 – Structure Plan Guidelines also refers to the need for transportation networks to be integrated and it states in section 1.4.6:

Integration of land use and development with the local and strategic transport networks. Layout of the transport network and facilities in a manner that is safe, attractive, efficient, and resilient to hazards, well connected to local facilities and integrated with land uses, the surrounding area and the wider transport network.

Support for transport and accessibility that is multi-modal and interconnected with an appropriate number and location of access points.

Further direction is also provided in Policy B2.2.2 and in particular:

B2.2.2 Policies

- (3) *Enable rezoning of future urban zoned land for urbanisation **following structure planning and plan change processes** in accordance with Appendix 1 Structure plan guidelines*
- (7) *Enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth in ways that do all of the following:*
 - (a) *support a quality compact urban form;*
 - (b) *provide for a range of housing types and employment choices for the area;*
 - (c) *integrate with the provision of infrastructure; and*
 - (d) *follow the structure plan guidelines as set out in Appendix 1.*

(Emphasis added)

Accordingly, I agree with Mr Sergejew that while the NoRs seek to protect the land required for the transport infrastructure necessary to accommodate travel associated with the urban development of FUZ land, further resource management processes require the necessary transport infrastructure to be in place before FUZ land can be rezoned for urban development. Thus, the ability of the NW Strategic NoR projects to accommodate the level of travel generated by urban development of FUZ land as it occurs is not a matter to be resolved at the NoR stage. However, I am confident that these matters can be suitably addressed at the detailed design and outline plan stage.

Parking Effects

It is acknowledged that as a result of the NPS-UP the minimum parking requirements for activities have been removed from the AUP⁷.

The SGA assessment of transport effects indicates that the effects on off-street and on-street parking will be appropriately addressed. SGA indicates that it will utilise mechanisms such as the Public Works Act and future parking policy and strategy direction, given the context of the significant change in the land use and transport environment that this and the other Strategic Package projects enable and support.

SGA has provided more information on the management of parking effects in the document “North West Strategic Section 92 Response – Parking Matters” (27 March 2023). The response acknowledges that removal of parking that has been required as a condition of a previous resource consent may require a variation to the existing resource consent, but that “this process sits separately to the Notices of Requirement and will be undertaken at an appropriate future point”.

As a result of the National Policy Statement for Urban Development, minimum parking requirements for activities have been removed from the AUP, and therefore I understand that a parking shortfall is not a transport effect that the Council can consider at the NOR stage.

That said, SGA has offered to provide replacement parking, in co-operation with AT. Further details of where these could be placed should be identified at the hearing.

Pedestrian and cyclist connectivity across the heavy rail line and rapid transit corridor

One of the stated objectives of the NW Strategic NoRs is the improvement of pedestrian and cycleways to improve safety, attractiveness and connectivity within and between areas⁸.

⁷ Plan Change 71: NPS-UD Removal of Car Parking Minimums – Consequential Technical Amendments.

⁸ Transportation assessment Page 33

While this outcome is supported, it is acknowledged that the North Auckland Rail Line (**NAL**) currently bisects existing and future planned urban growth in Kumeu. In this regard the barrier created by the NAL between development to the north and south will not be substantially improved by the addition of the rapid transit corridor alongside the rail line, which will have raised barriers on both sides similar to those on the North Shore busway.

Mr Sergejew notes that the only facilities proposed in the S2 and S3 NoRs for pedestrians and cyclists to cross the NAL and proposed RTC are the existing crossing at Access Road, the pedestrian overbridge at Matua Road east, the SH16 Main Road overbridge near Station Road, and the crossing at Matua Road west. This equates to four crossings over a corridor length of 3.4 km, i.e., one crossing per 850 metres. Mr Sergejew states that the distance between crossings compares unfavourably with crossings on the Western Rail Line between Glen Eden and Mt Eden (which are only 410m between crossings on average) or on the south Western Motorway through Mt Roskill (420m between crossings on average).

It is acknowledged that the crossing points proposed in the NORs will provide direct access across the heavy rail corridor for pedestrians and cyclists to/from the Kumeu RTC station, and the existing Kumeu Town Centre. However, there is an approximately 1.9 km section of NAL with no crossing separating the Huapai RTC station from the future Huapai Local Centre (and the future residential land around that centre), and a one-kilometre section of heavy rail/RTC with no crossing between the Kumeu Business-Light Industry zone and the future Kumeu Town Centre.

The location of the pedestrian and cyclist heavy rail/RTC crossing points in relation to Council's spatial land use strategy for Kumeu-Huapai and the proposed RTC stations is shown in the figure below (which is taken from Me Sergejew's assessment).

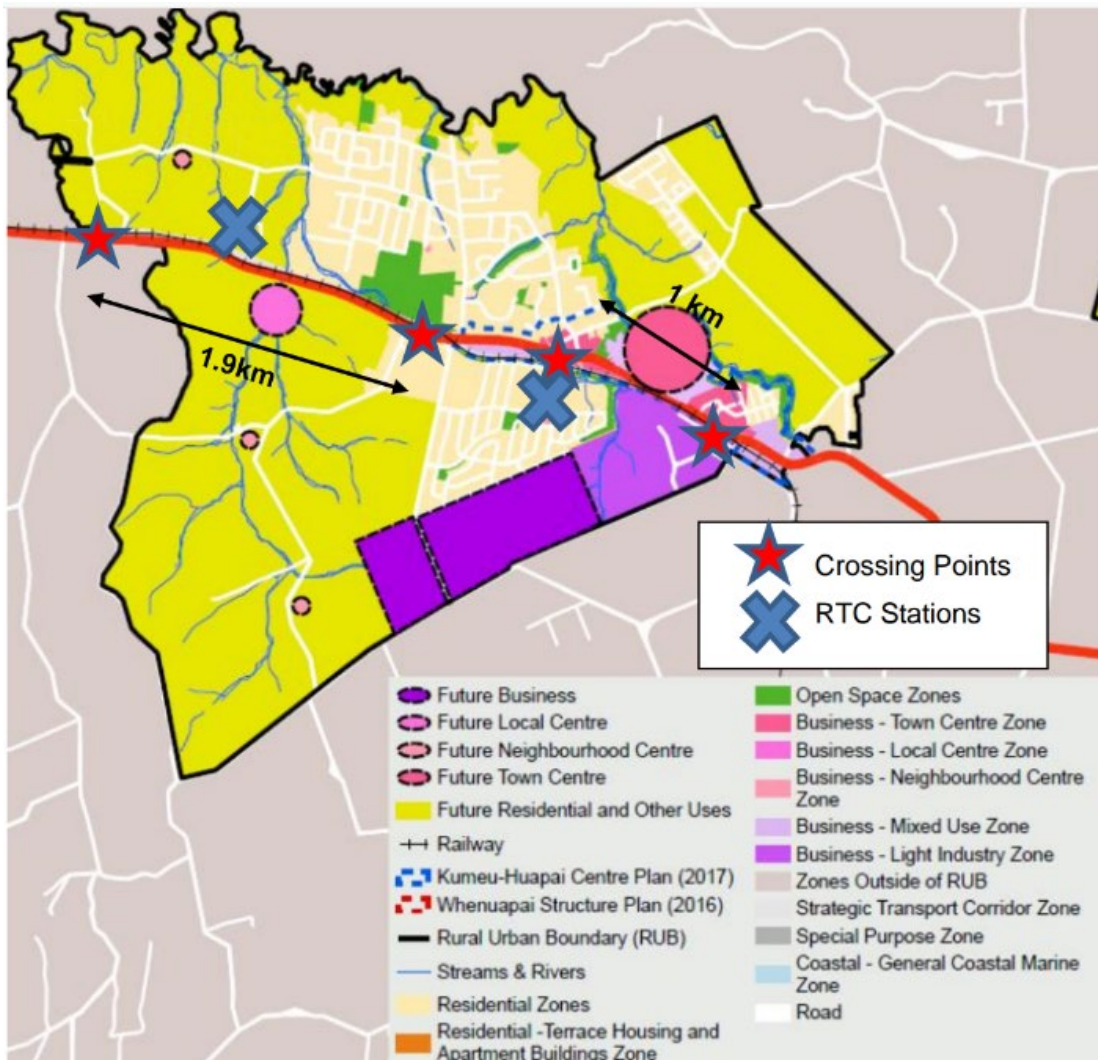


Figure 12: Heavy Rail/RTC crossing points, land use strategy and proposed RTC stations

Mr Sergejew is of the view that the number of NAL/RTC crossings should be increased (in particular, within the vicinity of the Huapai RTC station and the Business Light Industry zone in Kumeu). This would increase the number of local facilities that can be accessed within a reasonable walking and cycling distance and to facilitate mode shift from private vehicles to walking and cycling.

Mr Sergejew is of the view that the NAL and Rapid Transit Corridor forms a barrier between development to their north and south. This could undermine mode shift from private vehicles to active modes and active mode access to employment and social amenities, because it could hinder pedestrians and cyclists accessing the services in the commercial sector of Kumeu. Therefore recommended that a new condition be included for the S2 – SH16 and S3 – RTC Nors :

The number of heavy rail/Rapid Transit Corridor crossings be increased so that there is at least one crossing per 400-450 metres, to provide a more connected street network, and increase the number of local facilities that can be accessed within a reasonable walking and cycling distances, and thus facilitate mode shift from private vehicles to walking and cycling.

I agree with Mr Sergejew's assessment and conclusions and recommend that SGA investigate the options for increasing the number of crossings.

Should SGA agree to this approach then further changes to the plans, increasing the number of crossings, could be included in the final NoR. This might involve some changes to the route to accommodate additional crossings and if so SGA should address these also at the hearing.

Pedestrian and cyclist safety

Mr Sergejew has identified potential flaws or omissions on the plans with regard to the provision of active modes (i.e. for pedestrians and cyclists) in the S1, S2 and S4 NoRs.

These are listed as follows:

- No facilities for active modes to cross the Brigham Creek and Tawa Road interchanges;
- Footpaths and cycleways shown extending onto ASH ramps;
- No active mode crossing facilities across Motu Road;
- A "dead end" in the active mode corridor at the ASH/Main Road intersection;
- No crossing facilities on SH16 Main Road where pedestrian and cycle facilities terminate on one side of the road, and
- No crossing facility where the active mode facilities terminate on the eastern side of Access Road.

While these potential omissions have been identified, Mr Sergejew is generally satisfied that there is sufficient room within the NoR route to accommodate these facilities. He also adds that a Safe Systems Audit (which is a mandatory requirement for the design of any transport project receiving Waka Kotahi-NZTA funding) could identify and resolve these matters. In that regard, Mr Sergejew concludes that it is not necessary to resolve these omissions at the NoR Stage. That said, further clarification by SGA at the hearing that these facilities would be provided or the issues remedied is sought.

Submissions

As discussed in the effects assessment above there were numerous submissions received on the transportation effects associated with the NW Strategic NoR and in particular S2 – SH16 widening, S3 – RTC and S4- Access Road Upgrade. The list of issues raised in submissions is discussed below. In conjunction with Mr Sergejew, the following comments are made with regard to these submissions.

S1 - ASH should take precedence over other NORs

Submissions that the Alternative State Highway (S1) precede the SH16 Main Road upgrade (S2) and Rapid Transit Corridor (S3) was raised in submissions across the NORs (15 submissions on S1, eight submissions on S2, two submission on each of

KS and HS and one submission on S4.)

Many of these submitters opposed the SH16 Main Road upgrade (S2) and the Rapid Transit Corridor (S3) on the basis of the adverse effect they would have on the existing Kumeu and Huapai businesses along SH16. It was suggested that if these projects must proceed, then they should be preceded by the Alternative State Highway, to ease traffic on SH16 Main Road by providing an alternative route.

Comments

As discussed above (and in the Lapse Date assessment), Mr Sergejew and I consider it appropriate to mitigate the transport effects of construction of the SH16 Main Road upgrade (S2) and the Rapid Transit Corridor (S3). Mr Sergejew and I recommend that a condition be added that works on the Alternative State Highway (S1) and Access Road Upgrade (S4) are completed and open to traffic before work is begun on the SH16 Main Road upgrade (S2), and the components of the Rapid Transit Corridor (S3) through the developed commercial areas of Kumeu and Huapai.

Mr Sergejew has considered a possible alternative which would involve the adverse effects of construction being mitigated by a condition that road capacity, equivalent to one through lane of traffic in each direction, be maintained on either SH16 Main Road or the Alternative State Highway at all times during construction of the SH16 Main Road upgrade (S2) and Rapid Transit Corridor (S3). The exceptions to this are the intersections of SH16 Main Road with Access Road and Harikoa Street, where two through lanes is required in each direction to maintain capacity.

Need for the Rapid Transit Corridor and Rapid Transit Stations

A number of submissions (7) queried the need for a RTC bus way or cycle lanes associated with S3 – RTC and the Rapid transit stations. In our view the AEE has set out the rationale and need for such facilities as part of the progressive urbanisation of the North West area and Kumeu Huapai in particular. The need for integrated public transport and active mode networks as part of the overall transportation solution for the North West is supported in the policy frame work in Chapter B – RPS of the AUP⁹ and the Transport provisions of E27. This is assessed in greater detail in the statutory assessment later in this report.

Need for the SH16 Main Road upgrade

Eight submissions on S2 - SH16 Main Road upgrade suggest that the upgrade is not necessary, and/or that the cycle and pedestrian facilities would be better placed along river banks and through parks.

As Section 6.2 of the SGA transport assessment discusses, the current SH16 Main Road layout is heavily weighted to general traffic which reflects the currently predominant travel mode. As the area becomes urbanised, the function of this corridor

⁹ See RPS Objective B2.2.(1), B2.6.2, and E27.1, Objective E27.2(2), E27.3(13)

is to change, to a local access function, with more reliance on walking and cycling. The purpose of the S2 - SH16 Main Road upgrade is to enable the layout of the corridor to meet this changed function. Providing cycle and pedestrian facilities along river banks and through parks, would augment existing facilities and provide amenity benefits. It would, however, fail to provide for the levels of walking and cycling that are expected in the future Kumeu-Huapai urban area accessing existing and future businesses and other activities along the SH16 Main Road corridor.

One submission suggests that the active mode corridor north of Trigg Road is excessive and not needed. This submission overlooks the fact that the Kumeu-Huapai FUZ extends well to the north of Trigg Road. In our view, omitting the active mode corridor north of Trigg Road would fail to provide for walking and cycling in the northern section of the future Kumeu-Huapai urban area, for example active mode access to the Huapai rapid transit station.

On these grounds we therefore support the need for the S2 - SH16 Main Road upgrade.

Need for the S1 - ASH

Two submissions suggest there is no need for the S1 - ASH. One submission suggests widening the existing SH16 Main Road instead. In response to the submissions I note that Section 9.1 of the AEE advises that removing through traffic from SH16 Main Road (via S1 and S3) creates the opportunity to redesign the corridor with upgraded walking, cycling, safety outcomes, provide more travel choices for walking and cycling, improve local trip connectivity and access to the town centre adjacent to SH16. I concur with the AEE on this matter. Widening the existing SH16 Main Road instead would be contrary to these objectives.

The other submission suggests upgrading SH16 Main Road with light rail or a bus corridor instead of providing the Alternative State Highway. Their suggested alternative is essentially the Rapid Transit Corridor (S3). As discussed above, the transport modelling indicates that should any single NoR not be approved, the remaining NoRs may be unable to completely fulfil their transport objectives. This would certainly be the case if the S1 -ASH did not proceed.

We therefore support the need for the Alternative State Highway.

Need for the Access Road Upgrade

One submission on the Access Road upgrade suggests that “Kumeu is already congested with traffic. This will not fix it.”

As stated in Section 8.1.1 of the AEE, Access Road plays a key role in connecting the existing urban areas and Future Urban Zone to both the Rapid Transit Corridor via the SH16 Main Road Upgrade, and the Alternative State Highway. The Access Road upgrade will enable the function of Access Road to change from an existing rural two-lane road to a low-speed four-lane arterial with facilities for vehicles and active modes.

Mr Sergejew and I agree that without the upgrade, Access Road would not be able to safely and efficiently accommodate the levels of vehicle and active mode activity expected when the Kumeu-Huapai Future Urban Zone is developed and the Alternative State Highway is built.

We therefore support the need for the Access Road Upgrade.

Permanent adverse parking effects

Submissions seeking that parking loss be avoided or minimised was most commonly raised in connection with the S2 - SH16 Main Road upgrade (eight submissions), and in particular at the Kumeu Shopping Village (six submissions), although two submissions raised this concern in connection with the Kumeu Station and one in relation to the Access Road upgrade.

Specifically relating to the Kumeu Shopping Village, Section 6.4.6 of the AEE states:

Given the anticipated future land use and transport context, it is considered that the identified loss of on-street parking can be satisfactorily managed in combination with broader parking strategies that will complement the locations proximity to the Kumeū town centre and Kumeū Station. Notwithstanding the above, the current AT Parking Strategy identifies that, if there is a significant loss of on-street parking on an arterial road, AT will complete a parking assessment. This would evaluate the loss of parking in the context of the broader on-street and off-street provision, as well as the land use and transport environment at that time, and identify potential parking mitigation measures, where necessary. This is a matter that can therefore be appropriately addressed at the time of implementation.

As discussed above the NPS-UD has mandated the removal of car parking minimums from district plans. However, as discussed above as SGA has acknowledged this as an effect and suggested alternative parking arrangements in the long term. It would be helpful to these submitters if SGA or AT provide some detail in evidence as to how and where this will be achieved.

Greenhouse Gas Emissions

One submission opposed the S1 – ASH and S2 – SH16 Main Road upgrading NoRs on the grounds that they do not expand and improve public transport or address climate change. Another submission opposed the S4 – Access Road upgrade for the same reasons.

The issue of vehicle emissions is considered to be the outside the scope of an NoR. However, I note that the RTC and active mode corridors will assist in reducing individual vehicle trips and therefore reduce emissions.

Several submissions question why the commuter rail network has not been upgraded as a method to reduce emissions. SGA have provided an assessment as to why the existing rail corridor¹⁰ has not been upgraded as a public transport option on the grounds that:

- The existing NAL alignment does not connect to key North West destinations at Whenuapai and Westgate;
- Constraints associated with reintroducing passenger rail through Waitakere Tunnel are complex and costly; and
- Existing single track would not meet RT service expectations and has potential conflicts between freight and passenger sharing with different speeds, requiring additional track (with subsequent widening).

I accept and adopt this analysis as to why a heavy rail public transport option has not been adopted.

Mr Sergejew notes that S1 – ASH and S2 – SH16 Road Upgrade would have a limited role in improving public transport. In that regard, it is the role of the Rapid Transit Corridor and stations (S3, KS and HS) to improve public transport. However, a significant proportion of motor vehicle traffic in Kumeu and Huapai is through traffic, or traffic travelling between Kumeu-Huapai and rural areas. Without S1, this traffic would travel in very congested conditions on SH16 Main Road, with a resulting increase in emissions.

There is direction regarding greenhouse gas emissions in the NPD-UD and Policy 1 states:

Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- (e) support reductions in greenhouse gas emissions; and*
- (f) are resilient to the likely current and future effects of climate change.*

The AEE acknowledges this policy but does not appear to provide any assessment under it. It is therefore recommended that SGA provide further assessment on greenhouse gas emissions in their evidence.

Property Access and Parking Effects During Construction

Concern over construction effects on property access and parking was most commonly raised in connection with the S2 - SH16 Main Road upgrade. This was a significant theme among the submissions with 19 submissions raising this issue.

¹⁰ See section 6 of the Assessment of Alternatives in the AEE

Submissions raised the concern that the NoRs did not include a completed draft CTMP and suggested that access and parking impacts during construction be addressed by including various conditions in such a management plan that require it to:

- maximise parking and access for all transport modes;
- be prepared in consultation with the Submitter;
- be provided to Council, along with Submitter comments; and
- require Council approval.

SGA has proposed conditions for the NoRs, including CTMP to be prepared prior to the start of construction for a stage of work. The draft CTMP condition also has the objective to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the condition requires the CTMP to include, amongst other things:

methods to maintain vehicle access to property and / or private roads where practicable, or to provide alternative access arrangements when it will not be.

Mr Sergejew notes that the proposed CTMP condition only relates to maintaining vehicle access and does not mention pedestrian access or parking. Accordingly, it is recommended that this condition be modified so that the CTMP also include methods to maximise access to property for all transport modes and / or private roads and paths where practicable, or to provide alternative access arrangements when it will not be able to provide this and methods to maximise private and public parking where practicable.

In terms of engagement or consultation, the proposed conditions include a condition requiring that a Stakeholder Communication and Engagement Management Plan (**SCEMP**) be prepared prior to the start of construction for a stage of work. This has the objective of identifying how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.

This proposed condition does not specifically require the SCEMP to consult directly affected and adjacent owners and occupiers of land on the CTMP. To address submitter concerns, it is recommended that this condition require the SCEMP to engage with directly affected and adjacent owners and occupiers of land when preparing the Construction Traffic Management Plan. This matter is also discussed in the section relating to Property and Land Use effects.

In terms of opportunities for the Council to provide review, SGA propose that CTMP and SCEMP be prepared as part of the Outline Plan of Works. Section 176A(1) of the Resource Management Act 1991 requires that:

an outline plan of the public work, project, or work to be constructed on designated land must be submitted by the requiring authority to the territorial authority to allow the territorial authority to request changes before construction

is commenced.

This section of the RMA requires that the outline plan must show, amongst other things, the vehicular access, circulation, and the provision for parking. The RMA also empowers the territorial authority to request the requiring authority to make changes to the outline plan, and there is a right of appeal against the decision to the Environment Court should the requiring authority decide not to make the changes requested. I believe these provisions provide the Council with the ability to further modify the CTMP in the manner that these submitters seek.

Safety Around Schools

With regard to the issue of safety around schools I note that the Ministry of Education (**MOE**) submission (Submission # 7 for S2 Submissions # 20 for S3) generally supports the NoRs, especially for the inclusion of safe active mode routes for school children to use. It also seeks clarification of works near existing schools and especially for the Matua Ngaru School (47 Gilbransen Road, Kumeū) which would directly adjoin a construction staging area and is otherwise located close to construction work for S2 - RTC. This is addressed further in the Institutional Effects assessment later in the report.

Alternatives to the Rapid Transit Corridor

Six submissions suggested upgrading passenger rail services on the existing North Auckland Line as an alternative to the proposed S3 - RTC. The AEE states that heavy rail options were discarded because the existing North Auckland Line alignment does not connect to key destinations at Whenuapai and Westgate.¹¹ SGA state that this is because the existing single track would not meet rapid transit service expectations and has potential conflicts between freight and passenger services sharing the same rail lines with different speeds. This would require additional track (with subsequent widening) and also require reintroducing passenger rail through Waitakere Tunnel which in SGA's opinion would be complex and costly. I generally accept this reasoning.

Seven submissions proposed that bus lanes be added to the Alternative State Highway. Six submissions supported the Future Kumeu proposal that the S2 - RTC join the Kumeu-Huapai FUZ at the intersection of Station Road with Access Road, and then proceed north-west along a extension of Station Road to join SH16 Main Road west of Huapai. In response to these submissions I note that the AEE states that options to locate the S2 - RTC within the south-west of the FUZ have been discarded because they would have lower ridership than a rapid transit service on the alignment proposed in the NoR and would not well serve the existing and future population.¹² Also stated in the AEE is an assessment of the variety of alternative options that were considered during earlier phases of developing the S3 - RTS NoR against a variety of

¹¹ AEE Page 100

¹² AEE Page 31

criteria including access for existing urban areas, increasing public transport mode share, reliability, and integration with future land use. Mr Sergejew and I accept that the SGA has given adequate consideration of these alternatives and we support the proposed S2 - RTC NoR on transport grounds.

Alternatives to the S1 - ASH

Three submissions suggested alternative alignments for the S1 - ASH in particular two suggest that it be along Old North Road.

Mr Sergejew notes that the AEE¹³ considered an alignment along Old North Road (labelled "SR-SH-K-05") and it was discarded as it performed poorly against outcomes and was equal worst for effects on landscape and environment. This was due to potential effects on large stands of native vegetation, and being elevated near an Outstanding Natural Landscape. One submission suggests a ring road around the Kumeu/Huapai Shops, but does not specify a location.

In response to these submissions, I am satisfied that a variety of alternative options were considered during earlier phases of developing the S1 – ASH against a variety of assessment criteria. This is set out in section 7 of the AEE and the assessment of alternatives included criteria such as access for existing urban areas, severance of the existing community, and integration with future land use. I therefore accept that SGA has given adequate consideration of alternatives and support the proposed S1 - ASH on transport grounds, in preference to the alternatives sought in submissions.

Some submissions questioned the location of the RTC and the two RTS's at Huapai and Kumeu. The assessment of alternatives in the AEE for the RTC and the assessment of the RTS station locations is discussed in section 7 of that assessment. I also generally agree with the methodology adopted and the preferred options adopted.

Cross section of Access Road upgrade

Two submissions challenge the need for the S4 - Access Road upgrade designation to provide for two south-west bound lanes on Access Road between Main Road and Wookey Lane.

Mr Sergejew has considered the matter and agrees that the need for two south-west bound lanes on the northern end of Access Road is not clear. In the first instance, the proposed configuration of the SH16 Main Road/Access Road intersection shown in sheet 2 of the SH16 Main Road upgrade drawings shows that only one lane of either left turning or right turning traffic off SH16 Main Road will be discharged at a time into Access Road from that intersection. In the second instance, Table 8-3 of the AEE states that the forecast traffic on Access Road in 2048 is 22,000 vehicles per day on the southern section of Access Road. On the section of Access Road north of Station Road, the forecast traffic volume is only 7,000 vehicles per day. While a daily traffic

¹³ AEE Page 28

volume of 22,000 vehicles per day generally justifies a four-lane road, 7,000 vehicles per day does not. Accordingly, Mr Sergejew is of the view that it is not clear why the width of the Access Road upgrade NoR should provide for a four-lane road north of Station Road. It is recommended that SGA address this in evidence.

Integration of NoR projects with other transport projects

Four submissions raise concerns about the practical delivery and integration of the six strategic NoRs and the completion of currently incomplete transport projects surrounding the Westgate Town Centre. This includes the Northside Drive overbridge, link to Trigg Road, and motorway ramps, the Westgate bus interchange, and the upgrading of Fred Taylor Drive between SH16 and Don Buck Road.

Mr Sergejew acknowledges that the ability of the strategic NoR projects to completely fulfil their objectives relies on their integration with infrastructure that is not yet built. For example, the forecast level of use of the S3 - RTC relies on the construction of the Westgate bus interchange and the new public transport corridor from Westgate to the Brigham Creek interchange, while the forecast level of use of the Regional Active Modes Corridor relies on the construction of cycle facilities from Westgate to the Brigham Creek interchange.

It is recommended that SGA provide evidence about how the proposed implementation of the Strategic NOR projects will integrate with the timing of other projects the SGA intends to support growth in Auckland's north-west.

Inter-dependency of NORs

One submission opposes the NORs because there *"has been no assessment made as to how the proposed transport system will perform if individual NoRs are not approved, although it is claimed they can be progressed without being dependent on the other projects."*

This has been addressed by Mr Sergejew in his assessment and he has recommended that the NoRs be approved in their entirety. Should any individual NoR not be approved, further work is done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NOR projects, and the ability of that additional capacity to be provided within the proposed NOR designations.

Assessment

Overall, it is my conclusion that adverse traffic effects of the proposed NW Strategic routes and RTS's can be adequately avoided, remedied or mitigated.

This is subject to the recommended additional condition to manage the sequence of works that then manages the adverse effects of construction, and the request for the further investigation or clarification(s) regarding car parking and additional active mode crossings of SH16 and the NAL.

It is recommended that the following new conditions be added:

NoR S2 and S3

the number of heavy rail/Rapid Transit Corridor crossings be increased so that there is at least one crossing per 400-450 metres, to provide a more connected street network, and increase the number of local facilities that can be accessed within reasonable walking and cycling distances, and thus facilitate mode shift from private vehicles to walking and cycling.

NoR S2 and S3

The SH16 Main Road corridor, in combination with the proposed Rapid Transit Corridor, facilitate direct vehicle access to existing properties.

NoR S2 and S3

Works on S1 – Alternative State highway and S4 – Access Road (including improvements to the Access Road intersection with SH16 Main Road as necessary) are completed and open to traffic before work is begun on both S2 – SH16 Main Road, and the components of S3- Rapid Transit and Active Modes Corridor that are located through the developed commercial areas of Kumeu and Huapai.

All NoRs

The following modifications are recommended to the CTMP conditions for all NoRs:

Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further analysis must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

- (vi) Methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;*
- (x) Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land be engaged in the preparation of that Plan.*

That the following additional matters for the CTMP for S2 – SH16 and S3 – RTC to include:

- (XX) How heavy vehicles will avoid travelling past the schools listed in the table below during school, before-school and after-school travel times during term time. Engagement should be undertaken with all the affected schools prior to construction to confirm that the restricted times still reflect the school's peak before-school and after-school travel times. 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 engaged with and be added to the table below. Heavy*

vehicle movements must avoid these new schools at their peak before-school and after-school travel times.

(xx) Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past schools, and to look out for school children and reversing vehicles at all times.

(XX) Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.

(XX) Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.

6.2.3 Parks and Recreation Effects

Huapai Recreation Reserve

The western edge of the urban area of Kumeu contains the Huapai Recreation Reserve, a large sport and active recreation park. It provides for a wide range of active recreation activities associated with the Kumeu-Huapai locality including rugby and cricket. The Auckland Council website describes Huapai Reserve as having two playgrounds, toilets and changing rooms, and a car park (with mobility parking). There is also a skate ramp, fitness equipment, cricket pitches and nets, tennis and netball courts, and picnic tables and seating provided at the Reserve.¹⁴

The Reserve is accessed directly from Tapu Road close to the intersection with SH16 where there is a large sealed car parking area. It also has access from a number of residential streets to the west, east and north of SH16.

The Huapai Recreation Reserve is affected by the NW Strategic NoR S2 – SH 16 Widening and S3 - RTC. The routes include a significant portion of the S3 – RTC corridor along the Reserve's frontage and the proposed realignment and grade separation of Tapu Road with SH16 the NAL and the RTC will affect all of the existing parking area. A new local road intersection is proposed from the realigned Tapu Road providing access in to the Reserve

¹⁴

<https://www.aucklandcouncil.govt.nz/parks-recreation/Pages/park-details.aspx?Location=542>



Figure 13: NoR S2 and S3 route affecting Huapai Recreation Reserve

With regard to the effect of the S2 and S3 NoRs on the Reserve the AEE states:

A degree of change may occur within Huapai Recreation Reserve, including new interim park-and-ride facility. Although currently unconsented, it is being progressed by the Local Board.¹⁵

The AEE goes on to state that:

Community sites such as the Library, Police and Fire Station as well as existing parks (Huapai Recreation Reserve, Kumeū Showgrounds, Fred Taylor Park) are expected to remain in the urban areas. As population in the surrounding area grows and development occurs, additional community facilities may be provided within the existing urban areas. The Kumeū-Huapai Centre Plan and NW Spatial Strategy identify an expanded town centre west of the proposed Kumeū Station, joining the Huapai and Kumeū town centres, enabling an expanded commercial area with more community facilities.¹⁶

¹⁵ AEE Page 79

¹⁶ AEE Page 81

With regard to the effect on the sealed parking areas the AEE states:

RTC – For Huapai Recreation Reserve, Waka Kotahi is working with Auckland Council Community Facilities to consider how impacted car parking may be replaced.¹⁷

In terms of post-construction acquisition and operation the AEE states:

Partial acquisition of Huapai Recreation Reserve and Fred Taylor Park for the RTC and ASH will affect the use of this space for exercise and informal recreation and reduction in field capacity has the potential to limit operations.

Te Tupu Ngātahi have engaged with Auckland Council Community Facilities team throughout the development of the NW Strategic Package to consider effects on park assets and how these can be appropriately managed. Waka Kotahi, as the requiring authority for the ASH and RTC, will continue to work with Auckland Council Community Facilities to reach an agreement on long term use of Fred Taylor Park and Huapai Recreation Reserve, including any replacement facilities, be it in its current location or at an agreed offsite location.¹⁸

With regard to construction effects the AEE states:

Sections of Huapai Recreation Reserve may be off-limits to the public, and access from SH16 will be closed to the public. This is a large, well-used community resource that is home to a number of community facilities and activities as well as a popular location for informal recreation. This has the potential to affect community cohesion if people no longer have opportunities to participate in activities that usually connect them to others in the community.¹⁹

And

Construction effects on community facilities are temporary and can be mitigated through engagement with each community facility owner in the lead-up to the construction period so that alternative plans can be made for this temporary disruption period. Waka Kotahi as the requiring authority for RTC and ASH corridor, will continue to work with Auckland Council Community Facilities on management during the construction stage and any replacement facilities (temporary or otherwise).²⁰

¹⁷ AEE Page 111

¹⁸ AEE Page 167

¹⁹ AEE Page 161

²⁰ AEE page 162

In summary, SGA recognise that the S2 and S3 NoRs will affect the Huapai Recreation Reserve in terms of loss of active field space and the loss of car parking spaces currently dedicated to the Reserve for recreational users. The proposed mitigation would be through engagement processes with Auckland Council Community Facilities and AT to provide temporary or permanent replacement facilities. My understanding (at the time of writing) is that engagement is under way and progressing positively towards an agreed management plan for the works. Further details of this can be provided at the hearing.

Fred Taylor Park (184 Fred Taylor Drive)

Fred Taylor Park is an active sports ground (mainly football) located at 184 Fred Taylor Drive and near the existing Brigham Creek roundabout. It provides facilities for organised sports including two general sports fields, four football fields, with parking and passive recreation areas. The site is also homefield for the Waitakere United Football Club.

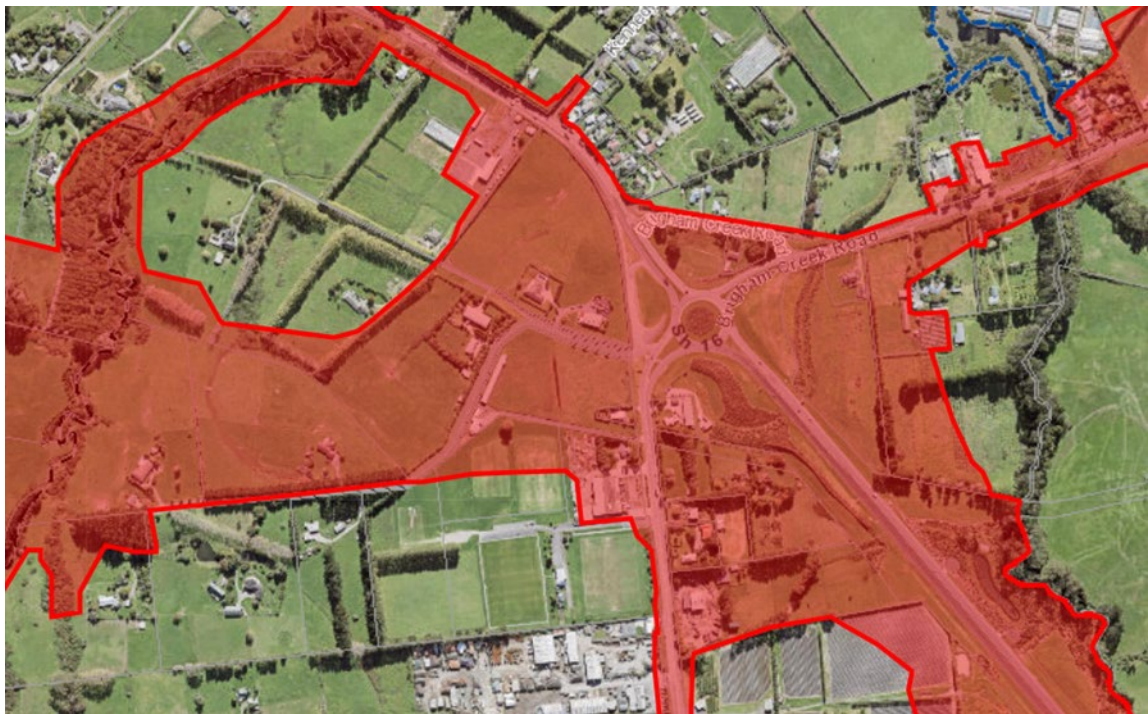


Figure 14: NoR S1 and S3 affecting Fred Taylor Park

The Auckland Council website describes Fred Taylor Park as an association football ground and is well used by a number of different clubs. It is next to the Waitakere City Football Club.²¹

This park is affected by S1 – ASH and S3 – RTC whereby the northern fields of the Park are directly affected by the proposed route. The main field and clubrooms are not

²¹<https://www.aucklandcouncil.govt.nz/parks-recreation/Pages/park-details.aspx?Location=621>

affected by the route but will be in close proximity to the new ASH and RTC.

During the construction phase, the AEE states (as with the Huapai Recreation Reserve) that part of the Park may not be able to be accessed and that partial acquisition will affect the use of this space for exercise and informal recreation and reduction in field capacity has the potential to limit operations. As with the Huapai Recreation Reserve the proposed mitigation would be through engagement with Council Community Facilities and AT to provide temporary or permanent replacement facilities. My understanding (at the time of writing) is that engagement is under way and progressing positively.

Kumeū Community Centre

The Kumeū Community Centre is a council owned community resource located on the southern side of Access Road within a rectangular parcel of 4,131m² inset into the Kumeū Showgrounds property. It contains the main community centre building, the Vintage Shop building at the rear and car parking on the eastern and Access Road frontage. The Vintage Shop is housed in a heritage building known as The Pomona Hall, constructed by a local resident in 1876.

Mr Hendra an open space consultant on behalf of Parks & Auckland Council Community Facilities Department, notes that the centre has been operating for 42 years and was funded by the community through projects and fundraising by the Huapai-Kumeū Lions Club and government subsidy. The land is leased from Council, but the building is owned by the community. It is advertised as being suitable for events, having good parking, kitchens, accessible toilets and access, three separate areas for hire, including a 412m² main hall and stage suitable for 400 people and a smaller hall suitable for use concurrently by 100 people.

The AEE acknowledges that the construction of the S4 – Access Rd Upgrade will have an effect on the Kumeu Community Centre and that formation of the upgrade will result in the loss of car parking spaces at the community centre.

For the construction phase the AEE states:

Community Facilities

During construction, normal access and enjoyment of some community facilities will be affected, including Huapai Recreation Reserve (by the RTC), the Kumeū Community Centre and Kumeū Showgrounds (Access Road) and Fred Taylor Park (ASH and RTC).

Sections of Huapai Recreation Reserve may be off-limits to the public, and access from SH16 will be closed to the public. This is a large, well-used community resource that is home to a number of community facilities and activities as well as a popular location for informal recreation. This has the potential to affect community cohesion if people no longer have opportunities to participate in activities that usually connect them to others in the community.

Construction may impact the Kumeū Community Centre and the Kumeū Showground's ability to fully operate (temporarily) if construction works outside the facility and in the frontage of each facility are disruptive.²²

During the operational phase, the AEE states that the widening of Access Road will result in the loss of carparking. However, the detail of the number and location of spaces does not appear to have been provided.

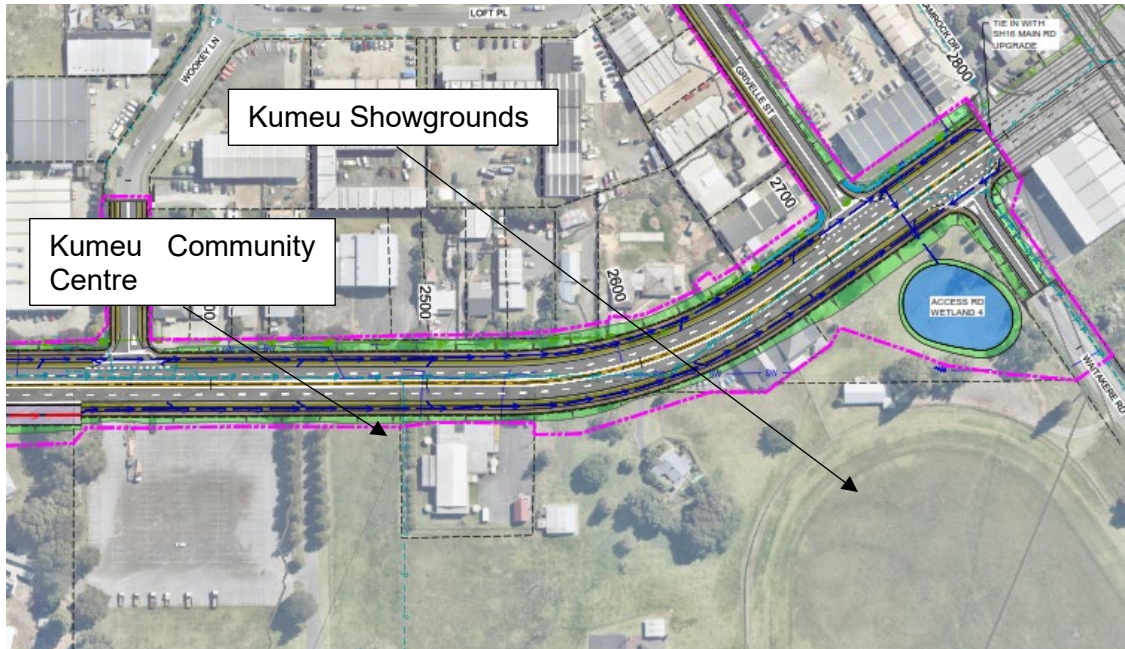


Figure 15: Proposed S4 Routes over Kumeū Showgrounds and Kumeū Community Centre

From a Council GIS aerial photo with the routes overlaid, it would appear that the entire front car park to the Kumeū Community Centre will be within the route and potentially removed. This would be in the order of 21 of the 50 car parking spaces will be removed.

²² ARR section 23.5 Page 160

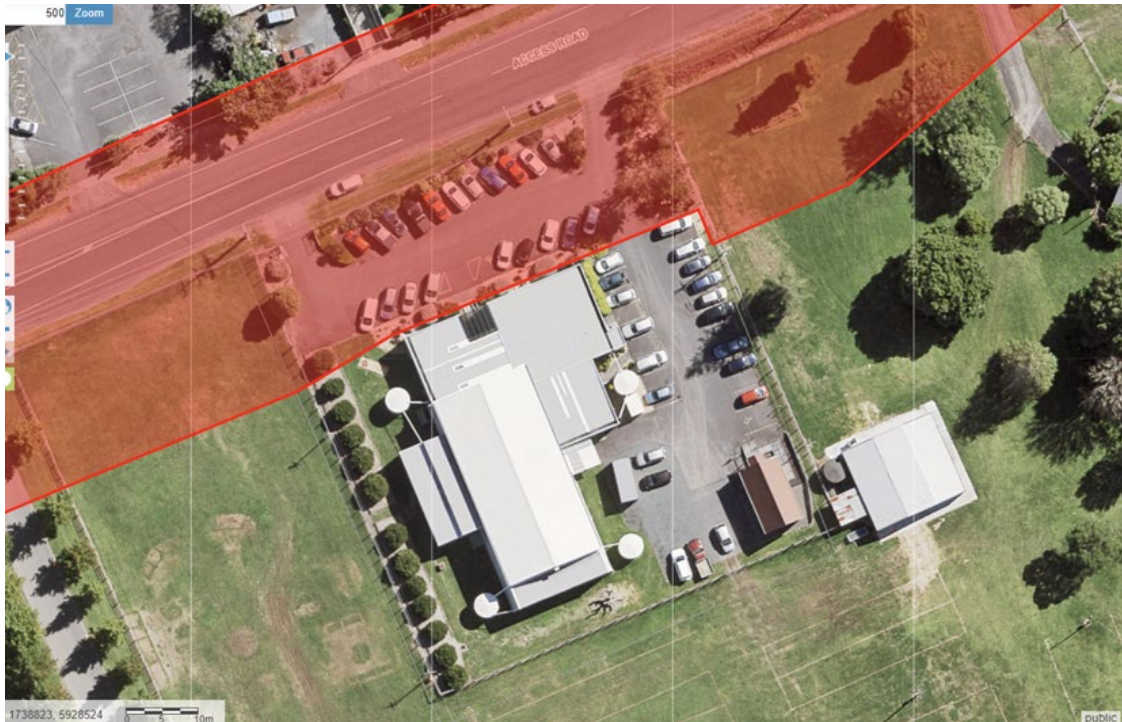


Figure 16: Kumeu Community Centre (front car parking area shown)

Council Specialist Assessment

A review of the effect of the NW Strategic NoRs on Council parks and facilities has been undertaken by Mr Hendra. The review has also included input from Council Parks and Community Services specialists. A copy of this assessment is included with **Appendix 3B**.

In response to the NW Strategic NoRs as a whole, Mr Hendra makes the following observations:

- The pre-construction route protection would halt the Council's ability to upgrade affected areas of open spaces for up to 20 years. Relief by way of amended and new conditions is needed to enable council to reasonably maintain and upgrade existing parks facilities within the designated areas.
- The construction stage management plan conditions do not provide for assessment of open space use and functions, or require involvement of council. This is necessary to determine adverse effects on open spaces, and consequently determine how these are best managed and/or mitigated. Amendments and new conditions are recommended to require assessment of open space use and function at the time of construction, and to enable council involvement.
- The designated area within the Huapai Recreation Reserve and Fred Taylor Park significantly affects council's ability to develop the parks for existing and future uses, with adverse effects on access and the overall design. Relief is sought by way of SGA assisting in a master planning process to provide certainty of outcomes and to inform any agreements for mitigation.

Mr Hendra also refers to the S92 response from SGA where, with regard to the Huapai

Recreation Reserve and Fred Taylor Park, it gave a commitment to:

The agreement will seek to maintain an equivalent level of service to that provided by Council Parks at Huapai Domain and Fred Taylor Park.

The agreement(s) that are being negotiated with Council will broadly seek to achieve the following objectives:

- *Engagement with Auckland Council on the reconfiguration of the Parks and access arrangements, including timing of the re-configuration;*
- *The repair and reconfiguration of the Parks to be undertaken during/following construction;*

and

- *There will be no loss of service to the Parks following construction.*

In addition, land that is acquired from the Parks for the projects will be compensated under the PWA, as required.²³

Fred Taylor Park (S1 – ASH)

The S3 – RTC NoR extends over a large portion of the northern training fields and the access driveway and entrance, a total of 14,681m² or 17.6% of the total area. It also appears that the route will also partially affect access into the Park with reference to the proposed battering and the cycleway access. This will render the existing vehicle access unviable and it would need to be relocated.

To resolve these issues Mr Hendra recommends that SGA resource a redesign process and develop new masterplans in partnership with the Council.

Huapai Recreation Reserve (Huapai Domain) – S2 – SH16 Upgrade and S3 - RTC

From the plans submitted by SGA NoR S2 will only affect the car access from Tapu road over an area of 1204m². The purpose of the designated area is to provide a new future access to the park, as demonstrated by the SGA composite drawing which shows both the S2 and S3 road alignments and the new access into Huapai Recreation Reserve which would be enabled by the S2.

Mr Hendra states that the proposed replacement vehicle access location is comparable to the existing access, except that it has been moved northward along Tapu Road. The consequence of the proposed new vehicle access is that it will not be supported by the existing internal roads, parking and facilities as these would be removed as a result of the S3 - RTC. Mr Hendra notes that an assessment of how the park can (or should be) reconfigured and master-planned in response to the designations, has not been done and needs to be undertaken.

²³ SGA S92 response - Parks

With regard to the S3 - RTC route, the facilities within the Domain that will be directly impacted by the NoR S3 include: a skate ramp, football pitches and clubhouse, cricket pitches and clubhouse, tennis and netball courts. Existing car parking from Tapu Road and a wetland area would also be impacted.

As discussed above, SGA is working with Auckland Council Community Facilities to consider how affected car parking areas may be replaced. Mr Hendra considers that any temporary onsite parking should be functional to cater for the activities which could be undertaken, such as organised sport. Reconfiguration of fields, facilities, access and parking should be completed prior to the commencement of construction to enable the park to operate autonomously outside of the construction area.

Mr Hendra advises that a masterplan process has recently been initiated by the Rodney Local Board and this creates an opportunity for the outcomes and design of the relocated Tapu Road entrance to the park be developed and agreed in consultation with Auckland Council. A condition on the S2 – RTC NoR is therefore recommended that requires SGA to resource a masterplan process to be integrated into the council's masterplan for the park and would ensure that the needs of the SGA project are understood and integrated.

At the time of writing, it is understood that SGA intends to reach an agreement with the Council to compensate for the loss of land required due to the designation by delivering wider redevelopment at Huapai Recreation Reserve. Such an outcome is considered appropriate by Mr Hendra but is not currently secured by conditions. Accordingly, in order to provide a greater level of certainty, I recommend the inclusion of conditions to deliver the outcome offered by SGA that: *“there will be no loss of service to the Parks following construction”*.

To ensure that the Council is appropriately informed and engaged in design outcomes at Huapai Recreation Reserve, amendments to the CTMP, SCEMP and ULDMMP conditions are also recommended to specifically reference Council as a party to these management plan processes.

Kumeu Community Centre

Car parking at the Kumeu Community Centre is considered to be critically important by Mr Hendra and he states:

Residential areas at Kumeū are well removed from the community centre and largely separated and bisected by SH16 and surrounding commercial and industrial land uses. Much of the community lives rurally and driving is the only transport option. The centre also often caters for events which attract elderly people who need vehicle access. Parking demand is very much event driven and can be full to overflowing, for example, at the Annual Lions Book fair or the Preloved Markets. The existing parking is at times not sufficient for the capacity of the venue.

The S4 designated area will occupy 1,199 m² or 29% of the total site area and result in the removal of 21 of the 50 total spaces at the front of the site and will reduce the existing two accesses to a single access. On street parking will not be available nearby.

Mr Hendra has assessed the effect of the route protection phase over this active recreation park as follows:

During the route protection phase, which may extend for 20 years, council would not be able to develop or upgrade facilities within the designated area without permission of the requiring authority. For example, replacement lighting, drainage, resurfacing or repurposing the training fields. The dated clubrooms need replacing although the process is in early stages. Whilst this would likely occur at the same location, options would be restricted to be outside the designated area.

The designation restricts options for required redevelopment and how overall the fields may be rearranged in response. Adoption of the recommended section 127 amendment to provide for upgrade of parks facilities would address this effect.

Mr Hendra notes that the SGA assessment of transport effects that the loss of car parking spaces at the Kumeu Community Centre can be compensated through the use of other spaces on the Community Centre site or the Kumeu Showgrounds site. However Mr Hendra notes that while the Show grounds site is owned by the Council it is managed by a different entity. It is also noted that no analysis has been presented in the AEE how or where replacement parking could be provided. On this basis Mr Hendra is of the view that without sufficient onsite car parking the ongoing financial viability of the Kumeū Community Centre may be in doubt. He goes on to state that it is unclear how the remaining 30 car park spaces, or reconfiguration of these, would adequately meet the parking required for events which may attract more than 400 people.

The existing parking that will remain contains a 90 degree parking layout. Accordingly, Mr Hendra recommends (and I endorse) that at the hearing SGA provide a more in-depth assessment of the demand for parking spaces generated by the Kumeū Community Centre and conditions to mitigate the proposed loss of onsite parking spaces. Specific wording of conditions could be provided once that evidence has been presented.

Submissions

There were a number of submissions that specifically referenced the effects of the NW Strategic NoRs on these parks. In particular, two submissions were received from sports organisations who use the Huapai Recreation Reserve and Fred Taylor Park. Submission Number 25 is from West Coast Rangers Football and Sports Club Incorporated (**West Coast Football**) and Submission Number 26 is from the Kumeu Cricket Club.

West Coast Football have clubrooms at the Huapai Reserve and use the fields there and they also use the fields at Fred Taylor Drive. The Kumeu Cricket Club use the fields at Huapai Recreation reserve. Both are established clubs with a significant membership.

Both organisations are concerned about the loss of fields that will be acquired and are also concerned about the effects of construction including loss of access but also noise, dust and loss of parking spaces.

West Coast Football seeks a replacement of any lost fields and facilities and the Kumeu Cricket Club seeks further investigation of other route options that do not result in the loss of land at the Huapai Recreation Reserve.

In my view the concerns raised by these submitter are valid and further assessment from SGA is requested, addressing the effects of construction and the ongoing operation of the project on these sporting organisations.

Assessment

It is recommended that SGA continue to engage with the Council Community Facilities and AT to provide temporary or permanent replacement facilities. It would be helpful if any progress were to be reported at the hearing.

Following evidence from SGA on these discussions and after hearing the evidence of submitters, Council officers would be pleased to respond to any further questions on this matter.

The following changes to conditions are recommended:

Condition - Project Information

Recommended addition to all NoRs. Under clause (a)(vi) add:

“(vi) the implications of the designation for landowners, occupiers and business owners and operators within the designation,”²⁴

Condition 5. Network Utility Operators (Section 176 Approval)

To include specific reference to Auckland Council and park facilities the following amendments are recommended:

Condition – Urban and Landscape Design Management Plan (ULDMP)

These recommended changes apply to all NoR Conditions - Urban and Landscape Design Management Plan (ULDMP) to ensure that Council is also invited to participate in the development of the ULDMP(s).

²⁴ This amendment has precedent having been adopted previously by SGA for the A2B proposed conditions set.

Change (b) of the condition as follows:

Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP.

Condition – Construction Traffic Management Plan (CTMP)

Amend (b) of the condition for all Strategic NoRs as follows:

The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include: (...)

Amend (b)(iii) of the condition as follows:

(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;

Condition - Stakeholder Communication and Engagement Management Plan (SCEMP)

Amend (a) of the condition for all Strategic NoRs as follows:

(a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.

Other conditions may also be required to confirm any agreement and outcomes reached between SGA and Council Community Facilities. It is recommended that SGA draft up any such conditions in evidence for the hearing in the first instance. These conditions may include to wording to give effect to the commitment by the SGA in the AEE and S92 responses to ensure:

- Engagement with Auckland Council on the reconfiguration of the Parks and access arrangements, including timing of the re-configuration;
- The repair and reconfiguration of the Parks to be undertaken during/following construction; and
- That there will be no loss of service to the Parks following construction.

With regard to construction effects new conditions are recommended to ensure:

- There will be no loss of service to the Parks during construction, by way of retaining function on the park or by provision of agreed alternatives;

- Within (a specified timeframe) SGA must resource the development of masterplans for Fred Taylor Park and Huapai Recreation Reserve in partnership with the council; and
- The requirement for no net loss of parking spaces at the Kumeū Community Centre or that nearby alternative parking spaces will be available for events or when demand requires.

The following condition change is also recommended to the Network Utility Operators (Condition 176 Approval) for all NW Strategic NoRs condition to allow Council to upgrade or further develop the reserves affected by the designation prior to the construction works:

Network Utility Operators and Council (Section 176 Approval)

(a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:

- (i) operation, maintenance and urgent repair works;*
- (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;*
- (iii) minor works such as new service connections; and*
- (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.*

(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6.2.4 Noise and Vibration Effects

The assessment of noise and vibration effects falls into two main areas of effect:

- construction noise and vibration effects; and
- operational noise and vibration effects.

Section 16 of the AEE relates to construction noise and vibration and a specialist assessment from a construction noise and vibration specialist is also provided in Volume 4 to the AEE.

The AEE states that the methodology for the construction noise assessment included modelling inputs for a reasonably worst-case scenario. However, the AEE notes that it has been assumed that no concurrent project works will occur across the multiple areas where receivers may be subjected to effects from work associated with more

than one designation.²⁵

Construction Noise and Vibration Effects

SGA state that the construction phase of each of the NW Strategic NoRs are expected to last at least 30 months (2.5 years). Generally, the predictions for noise are based on a work day of 7.00am – 6.00pm Monday to Saturday. However, extended hours of work are proposed during summer months between 6.00am – 8.00pm Monday to Sunday.

The assessment has modelled various typical construction activities and equipment but it is noted, given the long lapse period sought, the actual equipment used may be different. For the purposes of the construction noise assessment, a minimum set back distance from receivers to comply with day-time noise criterion of 70dB without mitigation has been calculated.

The AEE states that construction noise activities will occur in close proximity to receivers in the following areas:

Construction Noise

Construction activity will occur in close proximity to receivers in the following areas:

- Urban areas of Kumeū-Huapai associated with the SH16 Main Road upgrade.
- Brigham Creek Interchange covers the area between Fred Taylor Drive, Brigham Creek Road and SH16. The closest buildings are as close as 60 metres from the works. At Waitakere and Pomana Roads, a small number of dwellings are within 40 to 60 metres from the highway alignment, local road connections and stormwater ponds.
- A new interchange consisting of three roundabouts at Tawa and Motu Roads with the construction of ramps and connections with local roads. The closest houses to these works would be less than 10 metres from the works, with most houses at 20 to 40 metres distance.
- Where the transport corridor passes under Puke Road, a new local road bridge will be constructed, and Puke Road partially realigned. A number of dwellings are as close at 10 metres from construction works in the vicinity of this Puke Road tie in.
- In the vicinity of Foster Road and the tie in with the existing SH16, a small number of dwellings are between 45 and 55 metres from the construction works.
- Where tie ins with existing roads occur (e.g. Fred Taylor Drive, Taupaki Road and Boord Crescent).²⁶

²⁵ AEE Page 118

²⁶ AEE Page 119

The construction noise assessment has also identified a number of properties where construction noise levels have the potential to exceed the relevant criteria. The assessment acknowledges that as new or upgraded transport corridors traverse land through the various NoR routes (especially those with FUZ or rural zoning) there is the potential for new buildings to have been developed by the time of implementation. The AEE asserts that the proposed designation footprint “*is generally wide enough to avoid or to enable the management of effects on all existing receivers and any new receivers that might be in place at the time of construction.*”²⁷

With regard to vibration effects the AEE notes that vibration generation and propagation is highly site specific. The generation of vibration is dependent on the local site geology, the equipment being used, the nature of the works, and the management of the construction activity.²⁸

To account for this inaccuracy in the prediction of vibration, the SGA vibration assessment has calculated the likely worst-case vibration based on the equipment and hard ground geology to provide offset distances. The AEE states that the offset distance that complies with the applicable criteria is considered to be the safe working distance. At this offset distance the AEE states that compliance with building standards will be achieved and that this would avoid building damage.

The AEE recognises that two heritage buildings are within the S3 – RTC NoR corridor. It is proposed by SGA that they be relocated during the works period but by being careful with construction management, the AEE asserts that construction vibration effects associated with the construction of each corridor is unlikely to cause damage to these buildings at a new location. The issue of the relocation of the Huapai Tavern is discussed further in the Heritage Effects assessment.

The AEE states that the vibration assessment has adopted a similar approach to noise assessment and vibration effects would be managed through the adoption of the following measures:

- Managing times of activities to avoid night works and other sensitive times (communicated through community liaison);
- Liaising with neighbours so they can work around specific activities;
- Operating vibration generating equipment as far from sensitive sites as possible;
- Selecting equipment and methodologies to minimise vibration;
- Offering neighbours temporary relocation; and
- In specific situations, a cut-off trench may be used as a vibration barrier if located

²⁷ AEE Page 118

²⁸ AEE Page 120

close to the source.

The primary method for managing noise and vibration effects adopted by SGA for this project is through the development and implementation of a Construction Noise and Vibration Management Plan (CNVMP). It is stated in the AEE:

A CNVMP is the most effective way to control construction noise and vibration impacts. The CNVMP will provide a framework for the development and implementation of best practicable options to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting from construction. A hierarchy of mitigation measures will be adopted through the CNVMP and Schedules (where produced), as follows:

Managing times of activities to avoid night works and other sensitive times

Liaising with neighbours so they can work around specific activities

Selecting equipment and methodologies to restrict noise

Using screening / enclosures / barriers

*Offering neighbours temporary relocation.*²⁹

It is proposed that by following this hierarchy, the Best Practicable Option (**BPO**) for mitigation will be implemented, whilst avoiding undue disruption to the community. In particular, SGA acknowledge that temporary relocation of neighbours can cause significant inconvenience but state that this “*should only be offered where other options have been exhausted and noise levels still require mitigation*”.³⁰

Council Specialist Assessment

A review of the noise and vibration effects assessment in the AEE has been undertaken by Jon Styles who is a qualified and experienced noise specialist. This assessment has been provided in two documents: the first relation to operational effects and the second relating to construction and vibration effects. A copy of Mr Styles review is annexed as **Appendix 3C**.

Operational Noise

Overall Approach to Noise Assessment

Mr Styles recognises that the AEE relies on NZS6806:2010 – Road Traffic Noise but also notes a number of limitations with its use³¹. He states:

²⁹ AEE Page 121

³⁰ AEE Page 121

³¹ Council noise assessment – Styles Group - section 3.0 and 3.1

I consider it critical that the limitations of NZS6806:2010 are clearly understood in this decision-making process, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects.³²

That said, Mr Styles agrees with the noise modelling methods and calculation procedures adopted and considers that the modelling process itself, including the calculation methods, input assumptions and the outputs are technically appropriate and sufficiently robust.

A concern raised by Mr Styles is that the modelling inputs and outputs are focussed primarily on the physically existing receiving environment and does not consider the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects, and no pathway through designation conditions that could deliver noise mitigation for future communities.³³ In addition, he states that neither the AEE or proposed conditions make any firm commitment to delivering any particular mitigation option or outcome and effectively “look back in time” to the year 2022. In that regard, he recommends that the future assessment of the Best Practical Option required by the conditions should also require an assessment of the BPO that is integrated with the physically existing and planned environments that are present at that time.

Road Surfacing (S1 – ASH)

With regard to the proposed road surfacing for the S1 – ASH SGA have stated that it will be paved with Open Graded Porous Asphalt (**OGPA**) which Mr Styles supports. However, he notes that there is no condition proposed to require this. He therefore recommends Condition 28 for S1 – ASH be amended to require an OGPA pavement or other pavement with similar or lower noise generation characteristics to be applied.

Proposed Noise Mitigation Measures

Based on the information provided in the AEE and s92 responses, Mr Styles has concluded that a significant number of existing Protected Premises and Facilities (as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads) (**PPF**) will be exposed to noise levels that are greater than the World Health Organisation (**WHO**) interim targets, even if the identified options to minimise noise inside the road corridor are adopted.³⁴ He adds that there will be a significant number of PPFs proximate to all NoRs that will be exposed to noise levels well above the WHO target levels whether or not there is a change in noise level or not. In Mr Styles’ view this supports the adoption of a BPO that includes a future environment and that with no acoustic treatment to those PPFs, there is a strong

³² Council noise assessment – Styles Group - section 3.0

³³ Council noise assessment – Styles Group - section 4.2

³⁴ Council noise assessment – Styles Group - section 4.5

likelihood of significant adverse effects arising in the population.

Mr Styles recommends that the above BPO approach be adopted for circumstances where roadside noise barriers are required and he states:

I consider that the future BPO assessment should require the implementation of roadside barriers where they are required by NZS6806:2010 and where the effects on the ground floor and any outdoor areas at ground level are the primary focus.

Rapid Transit Stations

Mr Styles raises a potential concern that the two proposed RTS's are to have public address systems and the resulting effect this may have on adjoining sites and activities. With regard to the HS – Huapai Station the land is currently zoned FUZ and the KS – Kumeu RTS is zoned Town Centre. However, Mr Styles notes that this RTS also adjoins land to the south that is zoned Residential – Mixed Housing Suburban Zone, albeit separated by the NAL and a Green Infrastructure Corridor overlay applying to the residential zone. His concern is that public address systems at public transport stations are typically designed to make announcements about arrivals and departures of trains and busses at regular and frequent intervals throughout the day and night. He adds that these systems:

*are typically designed to be audible over the noise level in the surrounding environment, including over the comings and goings of the public transport vehicles themselves.*³⁵

Mr Styles considers that the constant use of amplified sound every day in these zones (and affecting these receiving zones) would be highly unlikely for any permitted activity. It is his opinion that the permitted noise limits in E25 of the AUP were not prepared for these receiving zones with the constant use of a public address system in mind. Accordingly, he considers that noise levels much lower than the zone standards are more appropriate for the stations, and in particular the public address systems.

That said, Mr Styles acknowledges that the AEE recommends that “PA systems are turned down or off at night-time in the vicinity of residential use, or that highly directional speakers are used that avoid noise spill to neighbouring sites”³⁶. While Mr Styles agrees with the intent of this recommendation, he notes that it is very uncertain and is not delivered by any proposed condition. He recommends the following condition for each RTS as follows:

XX) The Requiring Authority shall ensure that the noise (rating) level from all sources of noise associated with the Kumeu and Huapai Rapid Transit Stations must comply with the noise limits and standards of the zone at

³⁵ Council noise assessment – Styles Group - section 4.7

³⁶ AEE Specialist noise assessment Page 3

the receiving sites. This shall include the noise of vehicles using the station, any mechanical plant and the noise of people at the station when the station is operating at its' design capacity. Except that the noise (rating) level from any public address system at the stations shall comply with noise limits 15dB lower than the limits and standards of the zone at the receiving sites.

Road Traffic Noise Exposure

Mr Styles states that it is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high, and he emphasises the need to ensure that the Requiring Authority adopts the BPO to minimise the noise generated by the operational phase of the project. This would be achieved by minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads it may be affecting in the future.

Recommended Amendments to the Noise Conditions

Mr Styles recommends that SGA's proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time.

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;
- 2) The future BPO assessment properly recognises the future planned environment/receiving environment as it will exist at the time of the future assessment; and
- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP. One example could be a situation where numerous sites are developed in a way that avoids the need for vehicle access to the A2B alignment, making noise barriers practicable and worthwhile.

To achieve this, Mr Styles recommends a number of modest changes to the proposed conditions are recommended and these summarised as:

1. The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken. This could be a simple modification that alters the definition of a PPF, or an addition to the conditions to properly and appropriately recognise the future planned environments.

2. The conditions should mandate the implementation of an OGPA low-noise pavement for the ASH;
3. The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;
4. The conditions should include a clear and certain noise standard for the Rapid Transit Stations to meet, as set out in this review;
5. The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned land do not increase. This gives some certainty for future development and assists in sharing the responsibility to mitigate road traffic noise effects;
6. The conditions should be amended to specifically recognise the sometimes-significant positive effect that roadside barriers can have on the ground floor of activities sensitive to noise and the outdoor spaces, even if they don't screen the upper floors. The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey.

Construction Noise and Vibration Effects

Mr Styles has reviewed the likely construction effects of all NW Strategic NoRs and acknowledges that managing the noise and vibration effects from constructing large infrastructure projects can be challenging. In particular, he states that the often-heavy nature of the works and close proximity to receivers commonly results in construction noise and vibration effects high enough to cause significant disruption to normal business or residential activity. He also acknowledges that it is not possible to require a project of this nature to comply with noise and vibration limits that would avoid disruption. To do so, in his opinion, would often require such extensive mitigation that the project becomes cost-prohibitive, and it could significantly prolong the construction duration.

Therefore, to address construction and vibration noise effects of large infrastructure projects, a Best Practicable Option (BPO) is adopted to manage the effects. Mr Styles supports this approach. For this project the BPO can comprise a large variety of physical mitigation measures such as limits on machine size and type, noise barriers and similar, through to management measures such as timing of the works, offering mitigation to the receivers directly and offering effective consultation and engagement with the receivers to help avoid the worst of the effects. That said, Mr Style considers that this project, by its nature, has a reasonably high degree of uncertainty which also needs to be taken into account.

In reviewing the noise assessment in the AEE, Mr Styles states that the assessments are generally comprehensive and provides a useful indication of the approximate magnitude of the effects that will be experienced by the existing receivers.

The AEE proposes that construction and vibration noise effects will be managed via a Construction Noise and Vibration Management Plan which is a method that Mr Styles supports. With regard to the likely construction and vibration effects, Mr Styles states:

Overall, I expect that the construction noise and vibration effects generated by the works will be typical of a large roading project with receivers in close proximity. Most receivers will experience a moderate level of construction noise and vibration for most of the project. The closest receivers will be likely to experience construction noise and vibration levels that exceed the project standards for short periods as the works progress past them, and some for longer periods where there are structures that require longer construction periods. The construction noise and vibration effects and disruption on these receivers could be significant.

Mr Styles has reviewed the proposed conditions in the CNVMP and makes the following comments and recommendations:

- The conditions allow the CNVMP to set out the management measures for any situation where construction noise and vibration levels exceed the construction noise and vibration standards. The conditions then propose that Schedules are developed for any exceedance of the construction noise and vibration standards that is not dealt with in the CNVMP. This arrangement is inappropriate, as it allows the CNVMP to be drafted in a way that allows infringements of the construction noise and vibration standards in wide-ranging circumstances with a relatively 'open' framework for permitting the infringements.
- Night works are proposed for practical and traffic management reasons, but this can cause sleep disruption to nearby residential occupants. The key is to ensure that the noise and vibration levels from night works are minimised as far as practicable, and that where the residual noise and vibration levels exceed the project noise and vibration standards, a Schedule is developed to manage those effects. This is the typical approach that has been successfully adopted for several recent infrastructure projects. However, the conditions should limit the scope of night works to critical activities that cannot be carried out any other time.

These specific construction matters have been addressed in the proposed amendments to the noise and vibration conditions that apply to each NoR.

Vibration effects on Heritage Buildings

As discussed in the historic heritage section of this report (to follow), it has been recommended that the Huapai Tavern remain within its current "extent of Place" and not moved elsewhere within the route as proposed by SGA. It may be possible to temporarily shift the tavern and then relocate it within the extent of place or undertake all works while only shifting the tavern within its extent of place. In any case, Mr Styles recommends that vibration monitoring is undertaken on at least one point on each main part of the structures during the works that have the potential to reach 50% of the guideline vibration limits for avoiding damage to heritage buildings as set out in DIN4150-3. Mr Styles adds:

In some cases, the criteria to avoid building damage in heritage buildings is lower than the Category B vibration limits in the proposed construction noise and vibration standards.

I consider that the guideline limits for avoiding damage to “Line 3” (including heritage buildings) is required to be complied at all times, whether the buildings are occupied or not and irrespective of the time of the day that the work is undertaken.

I consider that this could be achieved either by the development of a draft Schedule or by modifications to the NoR conditions. I suggest that the latter option may provide greater certainty.

I recommend that SGA address this issue in its further heritage assessment and evidence. Following that advice, further conditions may also be recommended.

Submissions

Noise effects have been recorded in the submissions category “construction effects” and there were 39 submissions across all NoRs that referred to noise effects. A smaller number referred to the ongoing noise effects associated with the operation of the roads.

With regard to S1 – ASH submitters within the existing rural environment have raised concerns about the effect of construction noise on the enjoyment of their properties, some of which were purchased for retirement or lifestyle purposes. A number of these submitters were also concerned with the effects of operation noise of the new motorway on their properties.

Submitters sought detailed noised contour plan for construction and operations noise for their specific locality. Some submitters raised the issue of adverse noise effects of construction on farm animals and pets and some expressed concerns of construction noise of native fauna, including bats in the Brigham Creek locality. A number of submissions sought the inclusion of noise barriers to mitigate the effect on construction and operational noise.

In my view these matters have been addressed in the review undertaken by Mr Styles and especially in the recommended changes to conditions requiring a BPO approach to existing and future environments.

There are a number of submissions (across all Strategic NoRs) from owners / occupants that raise specific concerns that they will be exposed to increased traffic noise levels. I recommend that the Requiring Authority responds to the specific issues raised by the submitters.

There were many submissions from commercial building owners and occupiers regarding construction noise and vibration effects associated with S2 – SSH16 and S3 – RTC. As set out in the other sections of this report, I recommend that SGA address the specific concerns raised in these submissions from the owners/ occupiers of land affected by the NoRs. This should provide a more site-specific assessment of the potential adverse construction noise and vibration effects for the specific properties. These works will need to be carefully managed to ensure that the BPO is carefully identified and adopted and Mr Styles has recommended several amendments to the noise and vibration conditions to provide better certainty for receivers.

The Ministry of Education has submitted on S2 – SH16 and S3 – RTC regarding construction noise and vibration effects on Huapai District School and Natua Ngaru School. I recommend that SGA respond to these submission points directly with the knowledge they have of the construction activities that will be likely in locations near to the MoE properties. This is discussed further in the Infrastructure/Institution section of this report.

Assessment

Having reviewed the AEE (including the expert noise assessment), the responses to s92 question regarding operational and construction noise and vibration effects, the submissions and the Council assessment by Mr Styles, I am in agreement with Mr Styles that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they also need to ensure that the future environment is properly recognised and provided for.

I agree with Mr Styles that it would be impracticable to deliver an outcome where the road noise effects are contained wholly within the designation boundaries. I therefore support his recommendation that the NoR conditions be amended so that they improve the likelihood of a properly integrated design for the noise mitigation measures for the physically existing receiving environment and the future receiving environment that either exists at the time of the future BPO assessment or is planned and anticipated.

The specific changes to noise conditions are contained in the table of conditions (Appendix 5).

6.2.5 Effects on Trees (Including Notable Trees)

The Application

The AEE does not include a specific arboricultural assessment of trees located along the NW Strategic routes. The proposed routes through existing rural land (being S1 – ASH and the western section of S3 – RTS) contains a range of exotic and native terrestrial vegetation associated with rural land uses and riparian areas. The AEE states that riparian and wetland vegetation will not be affected by these routes but all other vegetation, (such as planted vegetation, forestry and shelterbelts outside riparian and wetland features), adjacent to the NOR will be cleared and developed.

At the “soft-lodgement” stage the Council requested addition detail be provided with regard to the effects of the designation works on trees. The SGA response to a request for further information prior to the lodgement of the NoRs states:

‘An arboriculture assessment has not been prepared to support the projects. Effects on trees have been considered and assessed as follows:

- *Effects on District Plan protected trees (Trees in Roads, in Open Space Zones and Notable Trees) have been assessed in terms of the landscape, visual amenity and ecological effects. An urban design evaluation, which considers trees has also been undertaken. The assessments and evaluation are set out in AEE, Urban Design Evaluation, in the Landscape and Visual Amenity Assessment and the Ecology Assessment.*
- *Notable Trees have been identified in the existing environment section of each NOR within the AEE, and district plan trees have been mapped within the Ecological Assessment, Appendix 5 - Whenuapai Ecological Habitat Maps.*

This approach is considered to be appropriate for the NORs, as:

- *An interim design has been prepared to inform the proposed designation boundary. The base design assumes the removal of trees in the road corridor and open space within the designation with sufficient footprint for replacement trees. The extent of removal, however, will be confirmed in the detailed design stage, as per the proposed Tree Management Plan Condition. Refer to Table below for works affecting notable trees.*
- *A long lapse date is proposed for each NoR (between 15 to 20 years, depending on the NoR), and significant urbanisation is anticipated within the Future Urban Zone. It is therefore considered that the tree environment is changing, and effects on the tree environment solely as it exists today (i.e. the current baseline) will not provide an accurate reflection of the environment in which tree effects will be experienced. A Tree Management Plan (TMP) is therefore proposed as a condition, which will require a survey of protected trees will be undertaken to inform the management of protected trees.*

Additional Assessment

The following additional assessment is provided.

Positive Effects

Each project will result in new or upgraded corridors with room for street trees, but also berm and stormwater plantings and planted stormwater wetlands.

Construction Effects

To support the growth and urbanisation in the North West, transport corridors are required to be upgraded. There is therefore a functional and operational requirement to remove or carry out works to protected trees.

The Projects will result in the removal of trees protected by District Plan provisions on open space land, notable trees and trees in the road reserve. Works may also occur in the root zone of protected trees.

In terms of notable trees section 10.3 of the AEE identifies a group of notable trees within the S1 – ASH NoR that is scheduled in the AUP-OP (1808, Totara, Kauri, Rimu, Karaka). It is understood that these trees will be retained. Within the S2 – SH 16 road widening designation a single exotic notable tree (2603, Silver dollar gum) at 396 Main Road (SH16) that lies within the route and it is intended to be removed as part of the road widening works. The AEE describes and evaluates this tree as follows:

The tree constitutes a single and isolated tree, located in an area of Kumeū that is mostly urban. The ecological value of the tree is assessed as negligible. Therefore, the overall level of effect on habitat fragmentation and edge effect due to the removal of the tree is assessed as very low and no mitigation is required.

With regard to the mitigation measures offered by SGA for the removal of trees (including notable trees), the following condition is proposed:

Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared*
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan*
- (c) The Tree Management Plan shall:*
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan*
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:*
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9)*
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches*

methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Submissions

A number of submissions to the NoRs refer to the general removal of vegetation, the associated potential loss of privacy and the need landscaping as part of the route construction. However, no submissions specifically refer to the notable trees referred to above or the proposed removal of 2603, Silver dollar gum.

Council Specialist Assessment

Tree Removal – General

Arboricultural effects

Mr Gavin Donaldson, Senior Arborist, Auckland Council, undertook an initial review of the AEE prior to the lodgement of the NoRs. A copy of this review annexed as **Appendix 3D**. Mr Donaldson has been involved with several previous and current NoR application from the SGA. Mr Donaldson, in an email dated 23 February 2023, states:

The AEE states that trees that are not scheduled but are notable specimens in the landscape are noted in the Landscape Report, and a Tree Management Plan has been proposed as part of the NOR conditions to be provided prior to construction (at the OPW stage) to confirm effects on protected trees, and how these effects can be avoided, remedied or mitigated. It is also proposed in the AEE that an Urban Landscape Design Management Plan (ULDMP) be provided at the OPW stage which will include replacement planting and tree protection measures so that effects on trees can be ‘mitigated.’

While the Applicant has offered to provide ‘mitigation’ for the proposed tree removals, by definition, mitigation acknowledges that there is a lasting negative effect, and it is preferred that an approach which remedies the impact of tree removals is adopted, where the remedial planting accounts for lost future environmental benefits that trees provide, including the eco-system services of soil / erosion protection, storm-water reduction, wildlife habitat, and sequestered carbon.

Mr Donaldson has concerns with the ‘mitigate’ approach as that the vast bulk of trees proposed for removal under these designations are sited within Council Reserves (chapter E16) and Road Reserves (chapter E17). There are multiple references within the objectives, policies, and assessment criteria listed in these chapters to the essential eco-system services provided by trees.

Mr Donaldson considers that there is a requirement to avoid or remedy, rather than mitigate, this loss as set out in the RMA and AUP, including Section 17(1) of the RMA. Furthermore, in consideration of the ecosystem services provided by the trees proposed to be removed for these designations, their loss will also require appropriate remedial planting to achieve the stated objective of central government to be 'carbon neutral' by 2050 and also to align with the sustainability goals of the Auckland Council's 'Low Carbon Strategic Action Plan'.

Mr Donaldson acknowledges that the designation may not be given effect to until some-time (potentially decades) in the future and the trees can remain on site in the interim, however, the increase in stature and ecosystem services provided by these trees will also substantially increase over time and the subsequent loss at time of their removal will be greater. Therefore, Mr Donaldson considers that it is essential that the designation includes a requirement for the provision of sufficient replanting to adequately remedy the loss at the time of tree removal, rather than having a condition that merely requires them to 'mitigate' the removals through the provision of a ULDM landscape plan at some future date.

Mr Donaldson's email further states:

I understand that under the RMA, the Council's assessment of climate change effects for a proposal is limited to the greenhouse gas emission-reducing effects of renewable energy, however, this is likely to change under proposed RMA reforms, and it is therefore prudent to ensure the proposed replacement planting requirements in the ULDM condition (cross-referenced with the TMP condition) are consistent with the planting requirements in place at the time tree removal, and to ensure that the replanting replaces the loss of ecosystem services provided by the trees and vegetation being removed.

The value of ecosystem services provided by trees can be determined using the i-Tree Development Team 2020 forecasting tool which calculates the lost future benefits arising from the proposed tree removals, and the remedial planting that will be needed to replace these lost benefits, maintain carbon neutrality, and ensure that the actual effects of tree removal are addressed in a sustainable fashion.

Mr Donaldson has raised the issue of eco-system services loss in several previous Supporting growth NoR applications with the response from SGA being that it is not considered appropriate to apply a tree carbon sequestration calculation at this stage (route protection).

Mr Donaldson is not contesting the need to remove trees and vegetation for the purposes of the designation, nor asking an i-tree assessment in the processing of these NoRs. However, Mr Donaldson recommends that the designation conditions include a requirement that the replanting to be undertaken is sufficient to replace the lost eco-system services that the removed trees provide at the time of tree removal. Mr Donaldson considers that this can be achieved through the ULDM conditions (applying to all Strategic NoRs), and it is his recommendation that an addition be made

to the ULDMP replanting condition that specifies what details the ULDMP(s) must include, with the specific requirement for:

Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

As stated above, Mr Donaldson had similar concerns on the previous SGA projects in Drury and requested that the same condition be added. In that case the reporting planners agreed and included a recommended amendment to the conditions. However, SGA's decision did not include this condition.

Tree Removal – Notable Trees

West Fynn, Auckland Council's Senior Heritage Arborist, also undertook an initial assessment of the draft AEE prior to lodgement of the NoRs. Mr Fynn requested further information which sought further clarity and assessment of the notable trees at Hobsonville School, and the corner of Williams Road, and whether these are to be retained. Mr Fynn also requested information on what extent of the works are required to the trees, and within the protected root zone by way of a specific arborist assessment, along with the need for a more comprehensive Tree Protection Methodology as:

I cannot assess or comment on the proposal in terms of notable trees when it is not clear if they are to be retained or removed, in the case of the latter how they would be mitigated, or should they require removal then to what extent they would need pruning for road/footpath clearance and what the nature and extent of works within the protected root zone would be required. The proposed tree protection methodology is also inadequate, being general and very high level with many shortcomings.

That Said the AEE does identify the notable tree 2603 – Silver Dollar Gum to be removed is shown below. The street view shows the location of the tree close to the existing road carriageway and the aerial photo shows the location of the tree in relation to the route widening.



Figure 17: Notable Tree2603 - Silver Dollar Gum – Google street view

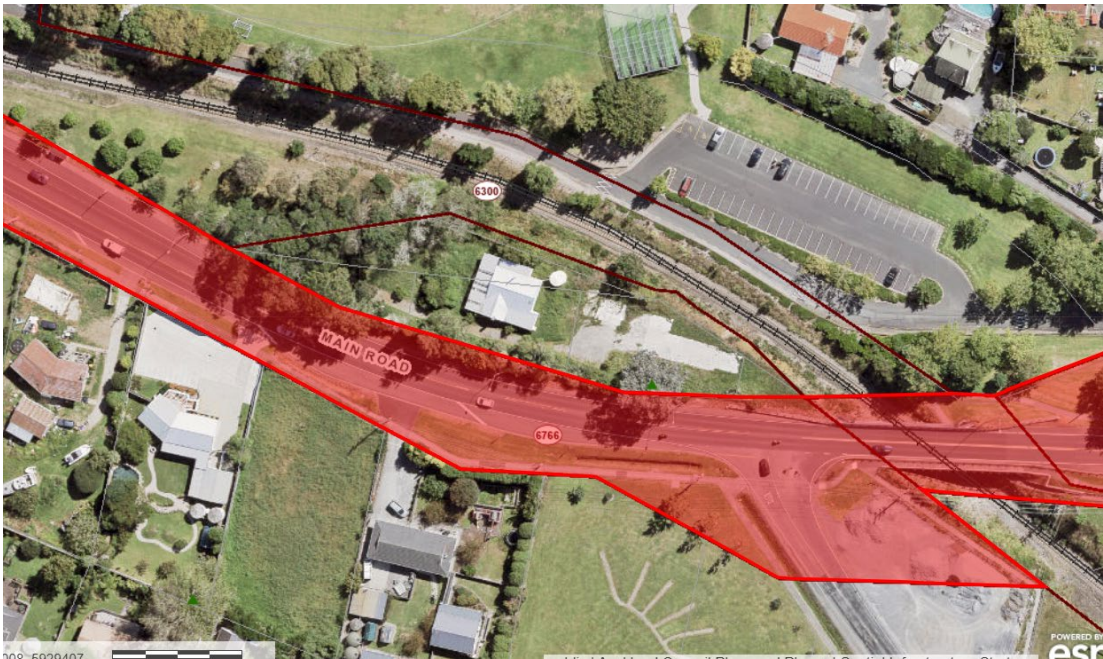


Figure 18: Notable Tree 2603 - Silver Dollar Gum - Proposed route S2 – SH16 overlaid

Mr Fynn, in an email dated 30 June 2023, reiterated that while he recognised the detailed work is yet to come, there still should have been greater explanation as to why trees couldn't be retained and what alternatives were available or considered. Mr Fynn's email further states:

I generally concur with the observations and recommendations of Gavin Donaldson.

Notable trees are captured and protected for a large array of features and merits and for each of the listings covered they are some of the larger or largest and most prominent trees within the area for all of these sites, other than the first one where the surrounding trees are of similar dimensions, but this is the only visible Kauri.

These trees add character and scale to their respective areas and also represent time and history of the previous uses of the sites for example. Because of the age, scale and prominence of these mature trees and their ecosystem services, they cannot be readily mitigated through the planting of small replacement trees either in terms of the carbon offsetting or other eco-services nor to replace the obvious amenity of these larger prominent trees.

To justify the removal of a notable tree it needs to be demonstrated that either the tree is dead or unsafe in its entirety or that there is no way to completely avoid the removal or significant works in the protected root zone and why those alternatives are not viable.

With notable trees, unlike other vegetation, they cannot be readily replaced with a simple sum of smaller trees and it really is the intention that that individual specimen is where the value lies and they should be retained in keeping with the objectives of D17 and the Urban Ngahere Strategy.

Therefore, in most of these instances, the first question would be why the road corridor widening cannot be diverted more to the other side of the road and/or other adjustments be made to cycleways/bus stops/islands/footpaths etc that would allow for the accommodation of/retention of the notable trees.

I understand the removal of a tree where it is directly within the footprint of the road and there is no room for adjustment of that footprint there is little option but that has not been effectively demonstrated for any of these.

I understand that this is the preliminary concept for these works, but it is also the time to have input into where adjustments could be made to avoid or remedy impacts on those trees before more detailed designs are developed.

It is hard to undertake an assessment when the statements are so broad such as "will likely require removal" or "will likely not require removal" without any more detail than that.

What is the reason in those instances? Are the trees directly within the footprint of the road or footpath or because of pruning for clearance (to what extent/%) or because of works for road/footpath and can those be quantified in terms of distance from the base of the trees, excavations required or pruning extent? Why cannot the layout be adjusted? I cannot provide support or assessment on such broad and speculative higher-level comments when the alternatives have not been worked through with an explanation as to why they are not viable.

In regard to the scheduled trees located within the Strategic NoRs, Mr Fynn makes the following comments:

NoR S1: Alternative State Highway

1808	<i>Podocarpus totara, Agathis australis, Dacrydium cupressinum, Corynocarpus laevigatus</i>	Totara (4), Kauri (5), Rimu, Karaka	11	State Highway 16 191	Whenuapai	Pt Lot 1 DP 38693
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Mr Fynn states that it appears that the road corridor will encroach towards the base of the tree a further 2m but is not certain. He questions if there is the potential to reduce this through alternate alignment.

In his view, the level of encroachment by the route should be amended to allow for it to still be retained. He disputes the statement in the AEE that the tree has no ecological value and so can be removed without mitigation. Mr Flynn states that this tree is not protected for ecological value such as in an SEA (Significant Ecological Area). Rather, this notable tree has been protected for the primary reason of its prominence by a major road with a large viewing audience where it is the largest roadside tree for some considerable distance and it does stand out with its blueish silver colour, being a landmark in the area and a representative of the former use of the site. Therefore, Mr Flynn opinion is that even if its removal is unavoidable and there are no viable alternatives, then its removal would need to be mitigated with several trees including species of equally stand out colour difference and capable of achieving similar dimensions.

A general comment, in regard to scheduled trees, Mr Fynn states:

It is my professional opinion that all of these notable trees are well recognised by the local communities and those passing through on these main arterial routes.

In terms of the proposal not being given effect to for around 20 years, I would suggest that this provides a good opportunity to establish replanting now to give them that period of time to establish and give scale and age to the area. This will greatly increase their value and contribution to offsetting any adverse effects generated.

I understand that this would not be straightforward given the ownership of properties and that they are yet to be acquired but this would nonetheless ensure a far better outcome and make the intensification that much more palatable.

Assessment

I have reviewed the application and Mr Donaldson’s specialist assessment. I agree with Mr Donaldson insofar as that the Project should seek to remediate any adverse effects associated with tree removals. However, I note that the Tree Management Plan (TMP) is required to demonstrate how the design and location of the Project works has avoided, remedied or mitigated any effects on any tree identified in the preparation of the TMP.

I consider that this TMP will provide an appropriate framework requiring effects to be remediated or avoided where possible.

I agree with Mr Donaldson's comments in respect of carbon sequestration, and the environmental benefits of carbon being stored or sequestered in trees, and the need to avoid, remedy or mitigate such effects through replacement planting for the Project. However, I agree with the recommendation, as stated above, of the Independent Hearing Panel on the Drury NoRs, that the regional resource consent process is appropriate for assessing and incorporating conditions in relation to restoration planting. In addition to the management plans, including the UDLMP and the TMP, the OPW(s) must show (e) the landscaping proposed and (f) any other matters to avoid, remedy, or mitigate any adverse effects on the environment'.

I consider that the adverse effects on arboriculture can be adequately remedied or mitigated, subject to an amended set of conditions being imposed for the NW Strategic NoRs, in conjunction with regional consents being obtained during detailed design of the Project.

I agree with Mr Flynn's assessment with regard to the notables trees and the Silver Dollar Gum (2603) and that further investigation from SGA should be undertaken to determine if it can be retained. If not, SGA should provide further detail on the proposed mitigation.

6.2.6 Natural Hazards – Flooding Effects

Natural hazards are considered to be a land use effect and section 9 of the RMA and are therefore relevant to the assessment of the NW Strategic NoRs. It is noted that any assessment related to stormwater discharges (including associated water quality matters), stream works or works within wetlands will be assessed under the relevant regional planning framework of the AUP and under the NPS-FW.

Flooding effects are discussed in section 18 of the AEE and a specialist assessment of flooding effects is also annexed to Volume 4 of the AEE.

The AEE states that the assessment of flooding effects involved the following steps:

- Desktop assessment to identify potential flooding locations from Auckland Council GeoMaps;
- Modelling of the pre-development and post-development terrain with MPD and 100 year ARI plus climate change rainfall;
- Two climate scenarios were modelled, one allowing for 2.1°C of temperature increase and one for 3.8°C of temperature increase. The higher climate change scenario has been used by SGA to undertake a sensitivity analysis to understand the increased risk of greater climate change impacts;
- Production of flood level maps for pre-development and post-development scenarios and flood difference maps to show the change in flood levels and extents (greater than 50mm) as a result of the new or upgraded corridors; and

- Inspection and review of flood difference maps at key locations such as bridges and where there are noticeable changes in flood extents or flood levels.

SGA also state that further and more detailed assessment of flooding effects will be undertaken at the detailed design stage and Outline Plan stage.

In terms of positive effects, the AEE states that mapping of the predicted 100year ARI flood level has shown a decrease in water levels and an increase in freeboard for bridges, culverts and habitable buildings. The flooding assessment describes the positive flooding effects, and these include proposed new bridges to be raised above the existing road levels in order to reduce the potential for flood levels to overtop the road and reduce flood hazard. Additional positive effects are also proposed to be realised through upgrades to existing culverts or new culvert crossings to improve flow under the proposed project corridor. Water quality treatment allowances will also be designed so that improved water quality environmental outcomes will be achieved.

Table 181-1 of the AEE sets these out for each Strategic NoR and is repeated below.

NOR	Effect
S1 Alternative State Highway	New bridges are proposed at Ngongetepara Stream which will increase the freeboard for the road with the bridge soffit greater than 1.2 metres. This reduces the potential flood effects for road users.
S2 SH16 Main Road Upgrade	There are positive effects for Kumeū township downstream of SH16. This is due to the raised elevation of SH16 / RTC which prevents SH16 overtopping in certain places and reduces the flood depth downstream. While there is a potentially moderate adverse effect upstream, this can potentially be avoided at detailed design through new or improved crossings in this area. This is discussed further below.
S3 Rapid Transit Corridor KS Kumeū Rapid Transit Station HS Huapai Rapid Transit Station	The upgrade of the bridge of the bridge over Kumeū River provides improvement to flood resilience with adequate freeboard between the 100 year flood level and bridge soffit level greater than 1.2 metres. The new bridge allows for water to move more easily under the road and results in minor positive effects upstream and downstream of the crossing. A positive effect is also associated with the Kumeū River crossing with a reduction in the flood depth. The bridge also provides greater than 1.2 metre freeboard. There is also a positive effect at 223 Main Road with a reduction in flood level. This reflects the broader positive effects due to a reduction in flooding across the town centre.
S4 Access Road Upgrade	The existing road at 151 Access Road overtops during a 100 year flood event. The new bridge over the unnamed stream provides an improvement to flood resilience. The new bridge has a freeboard greater than 1.2 metres between the 100 year ARI flood level and bridge soffit level. The 100 year ARI flood difference at the bridge shows there is negligible effect on the water levels upstream and downstream.

Construction Effects

Construction effects have been identified and these include:

- Construction of new culvert crossings or upgrading of existing culvert crossings;
- Construction of new bridges over streams or overland flow paths;

- Installation of diversion drains and realignment of existing overland flow paths; and
- Bulk earthworks to complete the contouring for new landscape features.

The Flooding assessment has identified specific measures for the following aspects of the construction programme:

- Construction of new or upgraded transport corridors
- Construction of new and upgrades to existing culvert crossings, stormwater wetlands and dry ponds
- Construction of new bridges

These are set out in detail in the Flooding Assessment annexed to the AEE.

Construction effects

These are proposed to be managed through the implementation of the Construction Environmental Management Plan (**CEMP**) and SGA has offered this as a condition of the proposed NoR.

Operational Effects

In terms of operational effects, these potentially relate to the following components of the transport network:

- New culvert crossings (≥ 600 mm diameter);
- New bridge structures at Totara Creek, Ngongetepara Stream, Kumeū River and its tributaries, and Ahukuramu Stream;
- Significant areas where the new road embankment encroaches existing flood prone areas; and
- The extent of flooding on existing properties due to the new project corridor.

The flooding assessment concludes that the new bridges and other structures will result in positive effects (i.e reduced flooding) with the proposed culverts having a negligible effect.

The following measures are proposed avoid, remedy or mitigate potential adverse flooding effects:

- Creating new overland flow path diversions to discharge to nearby overland flow paths or streams to mitigate ponding and decrease flood levels at affected properties;
- Increasing culvert sizes so that the upstream and downstream water level differences do not increase by more than 0.5m on land zoned for urban and future urban development;
- Upgrading culverts by adding smaller culverts to create a balance between the flood level differences upstream and downstream; and

- Installing drains at the toe of embankment sloping towards the culverts to also allow for additional storage to decrease the velocity and peak flow through the culvert crossings;
- Optimising the proposed bridge span and freeboard during detailed design; and
- Integrating development design requirements for FUZ upstream and downstream of the proposed corridor.

Council Assessment

A peer review of the flooding assessment has been undertaken by Danny Curtis, Principal Catchment Planning at Healthy Waters (Auckland Council). A further review with some recommended amendments to conditions has been provided by Lee Tee: a Senior Healthy Waters Specialist. A copy of Mr Curtis' and Ms Te's review is annexed as **Appendix 3E**.

Mr Curtis notes that NW Strategic NoRs pass through a number of stormwater catchments and in some areas extends outside of the Rural Urban Boundary (**RUB**) as defined in the AUP.

Mr Curtis has made some general observations that apply to all 19 NoRs including the six Strategic NoRs. These are discussed below.

The stormwater management of the proposed NoRs includes hydrology mitigation and attenuation for the 100-year event to pre-development flows. Conceptual sizing of communal devices has been undertaken considering a surface area equivalent to 10% of the contributing catchment. This approach is considered by Mr Curtis to be appropriate for the NoRs. However, from experience, Mr Curtis recommends an allowance of between 12 and 15% as being more appropriate for concept sizing. In his view this would be to allow for maintenance and access tracks to be incorporated into the devices.

The SGA NoRs are for roading projects that may affect the natural flow of water through the catchment. The assessments by SGA have identified crossing locations for these flows based on available information included on GeoMaps and modelling. Although Mr Curtis considers this to be appropriate at this concept stage, as the design proceeds he recommends that site "walkovers" be completed to confirm the locations and catchments of culverts.

Stormwater management requirements for the different NoRs may differ due to catchment specific issues. Mr Curtis recommends that SGA undertake the necessary assessments of the designs and proposes that stormwater management plans be submitted to Healthy Waters for discussion.

Strategic NoRs

Mr Curtis notes that the stormwater management devices have been sized based on a 10% land take compared to the drainage catchment and are considered to provide 100-year attenuation of post development flows to pre-development levels. In his view, experience suggests that this approach is acceptable for a NoR. However, again he

considers that a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. That said, Mr Curtis notes that most of the device locations have an appropriate buffer of land around them within the designation and this may be sufficient.

The proposed stormwater management by SGA includes hydrology mitigation, water quality treatment and attenuation up to the 100-year event. Mr Curtis considers this approach to be acceptable for an NoR and accepts that it will be refined as the detailed design process proceeds.

Mr Curtis notes that the Strategic NoRs include a number of bridges and culverts to be constructed to maintain flow connectivity of flowpaths and watercourses. He notes that there will likely be diversions of the natural inflows into these channels as a result of the centralised stormwater management devices proposed. He recommends that a more detailed assessment of the impacts of these diversions be undertaken through as part of the detailed design process.

Mr Curtis acknowledges that flood modelling of the Strategic NoRs has been undertaken utilising existing HW catchment models (Whenuapai and Redhills) or derived catchment models by SGA as part of this work (Taupaki and Kumeu – Huapai). The 100-year floodplain differences between the SGA pre-development and post development scenarios (for 2.1 degrees climate change) are presented in the AEE at locations where there are existing culverts / bridges, or where these will be required in the future as a result of new roads.

Mr Curtis' review notes that the post development modelling indicates increased flooding on the upstream side of the roads, with decreased flooding on the downstream side. The AEE has provided flood differences (i.e., changes in depth) but does not provide the full details of those effects. For example, the flood level may increase, but the extent of flooding may not differ considerably due to flow being retained within the channel. In that instance the effects would be negligible. Mr Curtis notes that the increases in flood depth upstream of the roads are expected as the road will effectively act as a dam. To address this, Mr Curtis states that it will be necessary to undertake detailed assessments of the crossings as the design proceeds to ensure that the effects are better understood.

Mr Curtis notes that the Strategic NoRs proposed in the Kumeu – Huapai area have recently experienced significant flooding. He accepts (as the flood report clearly states) the strategic NoRs will not be able to resolve the existing impacts of flooding there may be opportunities for the SGA projects to have a positive impact in some local areas. Therefore, it is recommended that when this area is at the detailed design stage, SGA contact HW to determine if there is any updated modelling that can be used to inform the SGA design.

To achieve this an amendment to the Outline Plan condition is recommended that would require Outline Plans to demonstrate compliance with the flood risk outcomes set out in the Flood Hazard Condition. The following addition to the Flood Hazard Condition (applying to all Strategic NoRs) is as follows:

Flood Hazard

- (a) *The Project shall be designed to achieve the following flood risk outcomes:*
- (i) *no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;*
 - (ii) *no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;*
 - (iii) *no increase in 1% AEP flood levels for existing authorised community, commercial and industrial building floors that are already subject to flooding;*
 - (iv) *no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;*
 - (v) *no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development ~~where there is no existing dwelling~~;*
 - (vi) *no increase in flood levels in a 1% AEP event for infrastructure;*
 - (vii) *no loss in overland flow path capacity, unless provided by other means;*
 - (viii) *no new flood prone areas;*
 - (ix) *no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.*
- (b) *Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.*
- (c) *Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.*

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

The following changes have been recommended to the Construction Environmental Management Plan (CEMP):

- (a) *A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and shall be submitted to the Manager for certification.*
- (b) *The CEMP development must include input from an experienced suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.*

Including:

- (i) *siting construction yards and stockpiles outside the flood plain*
 - (ii) *diverting overland flow paths away from the area of work*
 - (iii) *minimizing the physical obstruction to flood flows at the road sag points*
 - (iv) *staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events*
 - (v) *methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events)*
- (bc) *The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:*
- (i) *the roles and responsibilities of staff and contractors*
 - (ii) *details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address)*
 - (iii) *the Construction Works programmes and the staging approach, and the proposed hours of work*
 - (iv) *details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting*
 - (v) *methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places*
 - (vi) *methods to manage flood risk during construction, including methods to respond to warnings of heavy rain*
 - (vi) *methods for providing for the health and safety of the general public*

- (vii) procedures for incident management*
- (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses*
- (ix) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up*
- (x) procedures for responding to complaints about Construction Works*
- (xi) methods for amending and updating the CEMP as required, and*
- (xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.*

6.2.7 Ecological Effects

The ecological effects of the proposal have been assessed by SGA and a specialist assessment is included in Volume 4 of the AEE. The ecological assessment can be found section 19 of the AEE.

Terrestrial Vegetation

The AEE states that there are no significant areas of vegetation affected by any of the NW Strategic NoRs.

However, SGA identify a single Notable Tree identified within the proposed SH16 Main Road Upgrade designation footprint, that is subject to district plan controls. SGA have identified that this notable tree may have to be removed. The affected tree is a mature eucalyptus located on the southern boundary of 396 Main Road.

SGA notes that this tree constitutes a single and isolated tree, located in an area of Kumeū that is mostly urban. The ecological value of the tree is assessed by SGA as negligible. The AEE therefore concludes that the overall level of effect on habitat fragmentation and edge effect is “negligible”.³⁷

Bats

The locality (i.e. within a 10 km radius of the NoRs) has been assessed as being a significant habitat for native long-tailed bats. The conservation status of this species is ‘Nationally Critical’. It has been assessed that bats may utilise the habitats within the proposed designation footprint for roosting, foraging or commuting. It has also been assessed that construction night work (and associated lighting) has the potential to modify the behaviour of bats if foraging within this area or roosting in nearby isolated stands of mature trees. Noise and vibration effects from construction activity have also

³⁷ AEE Page 138

been identified as being potentially harmful to bats.³⁸

The mitigation measures identified in the ecological assessment recommends that bat management be incorporated within the Ecological Management Plan (**EMP**) for the all the NoRs except for S2 (which is essentially urbanised).³⁹ It recommends that details of the EMP will need to depend on bat habitat within the future ecological environment and is likely to include bat habitat surveys prior to construction, siting of compounds and laydown areas to avoid bat habitat, lighting design to reduce light levels and spill from construction areas and restriction of nightworks around treeland bat habitat.⁴⁰

Birds

The ecological assessment accepts that noise, vibration and lighting disturbance caused by construction activities has the potential to displace native birds from suitable nesting and foraging habitat adjacent to the construction. The AEE states that the overall level of effects during construction of the S1 - ASH, S3 - RTC and S2 - SH16 Upgrade on wetland “threatened or at risk” (**TAR**) birds specifically the brown teal and dabchick has been assessed as moderate, prior to mitigation. This is due to the assessed very high ecological value of these species, likely probability of disturbance and frequent occurrence.

With regard to bird habitat, the assessment recommends management of bird habitat via the EMP for brown teal and dabchick in all NoRs except for S2. It also recommends that consideration for bird management include a bird survey prior to construction to confirm TAR species are or are not present and to provide guidance if TAR species are present. This would include the avoidance of the bird breeding season (September to February each year) during construction (as it relates to the existing stormwater pond).

The AEE has adopted these recommendations.

Council Assessment

A peer review of the proposal has been undertaken by Jason Smith, Senior Environmental Scientist, Consultant to Auckland Council. A copy of Mr Smith’s review is annexed as **Appendix 3F**.

In terms of the key ecological issues identified in the ecological assessment Mr Smith considers that the:

³⁸ AEE Page 137

³⁹ It is noted that the ecological assessment in the AEE recommends a specific Bat Management Plan (BMP). However, the approach taken by SGA is for the management of bats (along with other ecological species of value) to be incorporated as a component of the Environmental Management Plan (EMP).

⁴⁰ AEE Ecological Assessment Page 224

- Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
- Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
- Reported results are transparent, accurate and a fair representation of the on-site values.

In that regard, Mr Smith concurs with SGA's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology. He is also of the view that sufficient evidence has been provided to demonstrate that the proposed management measures would appropriately manage any effect on ecological values that may arise from the proposal.

With regard to construction effects, Mr Smith agrees with the assessment in the AEE that those effects are recognised as:

- Permanent loss of habitat, fragmentation, and edge effects due to vegetation removal managed by the AUP;
- Loss of foraging and roosting habitat (for birds and bats);
- Potential for native lizards, birds and bats to be killed/injured; and
- Disturbance and displacement of native birds and bats due to construction activities (noise, light and dust).

While Mr Smith is of the view that most of the potential adverse ecological effects that would result from the proposed activities are acceptable, he considers that the potential effect on native herpetofauna (i.e. lizards) has not been considered sufficiently in the assessment. He states:

Native herpetofauna, include copper skink which are considered most likely to be present in the project area, are adapted to a range of habitat conditions and are frequently found inhabiting areas of rank grass, loose leaf litter, and logs/debris piles; not just vegetation.

Thus, it is considered that the construction and operational effects, being the loss of foraging; disturbance and displacement that are recognised for birds and bats above could also apply to lizards inhabiting areas outside of the vegetation clearance footprint.

He notes that while there is a specific Bat Management Plan proposed for the NW Strategic NoRs there is no similar management plan for herpetofauna. To address this Mr Smith recommends amendments to the pre-construction ecological survey condition for all Strategic NoRs.

Mr Smith also makes three recommended changes to the Pre-Construction Ecological Survey condition as follows:

Pre-Construction Ecological Survey

- (a) *At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:*
- (i) *Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present*
 - (ii) *Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.*

Submissions

There are 15 submissions that raised ecological effects in relation to S1 – ASH and 6 submissions in relation to S2 – RTC.

I note that the submission from Te Kawerau a Maki raises ecological effects but appears to be focused more on the cultural effects of the project than on ecological effects. That said, I understand that both issues can be linked. It would be helpful if Te Kawerau A Maki could address their ecological concerns in their evidence.

Several submissions refer to the effect of S1 - ASH on existing wetlands and the proposed bat corridor or bats in general. These seek that the route be removed or modified to avoid effects on these values. Having read the ecological assessment in the AEE and the comments by Mr Smith I am satisfied that any adverse ecological effects can be avoided, remedied or mitigated.

With regard to existing wetlands Mr Smith is of the view that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any effects associated with the NoR. He adds that the AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, including those in relation to wildlife and any freshwater habitat.

With specific reference to bats, Mr Smith acknowledges that the application assesses the need for bat mitigation and provides the rationale for the location for the mitigation planting (proximity to stream corridor, within the designation and strategic location in crossing roads as bats move across the landscape). He also accepts that bats may inhabit, feed or travel through a number of other sites in the wider area associated with the bat corridor.

Two submissions refer to proposed culverting at 379 and 411 Matua Road and the potential adverse ecological effects of these works. Mr Smith is satisfied that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any adverse effects associated with the NoR. This includes the assessment of alternatives undertaken by SGA and that the AUP contains sufficient provision to manage ecological effects arising from regional

resource consent requirements, where a greater level of detail can be required and known.

Assessment

Having considered the AEE and its specialist ecological assessment, the comments from Mr Smith for the Council and the having had regard to submissions lodged, I am of the view that any adverse ecological effects can be avoided, remedied or mitigated subject minor adjustments to the ecological conditions in the NoRs.

6.2.8 Landscape and Visual Effects

The landscape and visual effects of the NW Strategic NoRs need to be assessed across a range of landscape environments including rural, residential, commercial, industrial, open space and natural/ecological environments, and in both a current and future context. SGA have assessed the landscape effects of the NoRs and this assessment can be found in Section 20 of the AEE with a specialist landscape and visual effects assessment annexed to Volume 4 of the AEE.

The approach taken for the landscape and visual assessment (**LVA**) is to assess the construction (temporary) effects and permanent (operational) effects as well as outline the positive effects upon completion.

The positive effects have been summarised in the LVS as follows:

- A streetscape to support the emerging urban form of the SH16 Main Road and Access Road corridors;
- An increase in green infrastructure within the urban transport corridors with the potential inclusion of street trees, berm and stormwater plantings and planted stormwater wetlands, resulting in improved visual amenity for users and adjacent audiences.⁴¹

The LVS assesses each strategic NoR and these assessments will not be repeated here. However, the overall conclusions across the Strategic NoRs can be summarised as follows:

Construction Effects

SGA acknowledge that there will be adverse landscape and visual effects from construction activity, especially in rural environments that are currently dominated by pasture and vegetation. These effects will be from construction sites and site compounds, the presence of construction plant within existing and new road corridors, lighting of night works, and the construction of wetlands. The LVA states that these effects will be phased along the corridor which means these effects will be sequential.

⁴¹ AEE Page 144

That said, each construction phase is likely to be present to audiences for significant length of time (i.e. months or even years).

Mitigation measures proposed include the following:

- Reinstatement of construction and site compound and earth worked areas by removing any leftover fill and shaping ground to integrate with surrounding landform;
- Hoardings around the boundaries of site compounds that face on to adjacent residential properties;
- Where practicable, during construction, install construction hoardings with interpretive panels in selected areas which are in close proximity and visible to the public, to provide information about the project and its progress;
- Limit the removal of notable trees and retain trees that have no protection but are an identifiable feature within the landscape other and indigenous vegetation;
- Consideration in locating stockpiles at the edge of site compounds to provide visual screening;
- Wherever practicable retain stockpile and re-use topsoil from existing pastoral land (within project areas) to reduce the number of truck movements and associated visual effects; and
- Measures to limit lighting during night time works by using directional lighting to prevent sky glow and glare / spill light falling on residential properties.

It is proposed that these measures be incorporated in various management plans including the Urban and Landscape Design Management Plan (**ULDMP**), Construction Environmental Management Plan (**CEMP**) and Construction Traffic Management Plan (**CTMP**)

Operational Effects

The LVA accepts that there will be adverse operational effects as a result of a widened or introduced road corridor resulting in changes in landform and removal of vegetation. The approach taken to mitigate these effects will be primarily through the implementation of the ULDMP and there is a need to detail how the project is designed to integrate this with the adjacent urban or rural context, including the surrounding existing or proposed topography, urban environment, natural environment, landscape character and open space zones.

SGA have stated that the routes through rural areas (i.e. S1 – ASH and the eastern portion of S3 - RTS) do not have significant areas of native vegetation and the routes mostly traverse pastoral farmland areas. Some clearance of riparian vegetation will be necessary to facilitate stream and wetland bridge crossings.

In terms of visual effects, the AEE states that these visual effects are anticipated to be mitigated by measures (i.e. planting) implemented during the finishing phase of the

construction period that will mature as transport corridors become operational⁴². The AEE states that these measures will reduce the long-term residual visual effects of the corridors. However, SGA concedes that new and modified transport networks will be a noticeable new feature within the landscape but considers that these corridors will become less notable as the surrounding area is urbanised over time.⁴³

In terms of Landscape effects, the AEE concedes that the roading components of the S1 - ASH and S3 - RTC will permanently alter the character of the rural features of the landscape. This is proposed to be mitigated by the retention of existing vegetation and a comprehensive planting strategy along both sides of the S1 - ASH corridor and S3 - RTC and in combination with the proposed ecological protection, restoration and mitigation.

In terms of the proposed upgrade of the S2 - SH16 and S4 - Access Road the AEE states that these effects will be of a lesser extent. The upgrades to SH16 Main Road and Access Road will be experienced within the context of a wider landscape undergoing urban intensification. Mitigation includes the separation of the active transport modes and structured street planting and street furniture.

Council Specialist Review

A review of the landscape effects of the NW Strategic NoRs has been undertaken by Ainsley Verstraeten, Principal Landscape Architect, Tāmaki Makaurau Design Open Plans and Places. A copy of this is annexed in **Appendix 3G**.

Ms Verstraeten has identified the main landscape issues in the AEE and specialist assessment and provided comment. These are summarised below.

- Supports the approach taken by SGA with regard to the existing landscape “baseline” and “likely future environment.
- Positive landscape and visual effects will result, including the potential for an increased net area of native planting along the length of the footprint.
- Supports the recommendations from within the landscape assessment further assessment is necessary to assist in avoiding, remedying, and mitigating adverse effects, above what the current Urban and Landscape Design Management Plan (ULDMP) condition specifies.

With regard to specific NoRs Ms Verstraeten makes the following conclusions:

S1 – ASH

- That audiences within a rural context are anticipated to have a greater sensitivity to the changes proposed. In particular, Ms Verstraeten considers the area around Pomona Road to be most adversely affected by the scale of landscape change

⁴² AEE Page 146

⁴³ AEE Page 148

due to the enclosed nature of this rural road from roadside plantings and an undulating topography.

- That there would be adverse landscape and visual effects that range from high-moderate to low from the project but that these would reduce to low-moderate to very low with the inclusion of proposed mitigation measures; and diminishing further over time as the planting becomes established.

S2 – SH16 Upgrade

- That positive landscape and visual effects will result including enhanced green infrastructure along the existing state highway.
- The FUZ landscape context has a lower level of sensitivity to change due to the anticipated developing urban form of the landscape associated with future urbanisation.

S3 – RTC

- Moderate through to low adverse landscape and visual effects during construction activities; reduced to low-moderate to very low with the inclusion of proposed mitigation measures.
- Although vegetation removal is permitted under the AUP, this does not diminish the level of change in the landscape that is experienced by audiences.
- It is unclear whether the adverse effects resulting from the removal of mature trees will be adequately remedied or mitigated. This is because the plans do not quantify or identify the exact number of trees to be removed or where new ones could be located.

KS RTS

- Low adverse landscape and visual effects during construction activities; reduced to very low with the inclusion of proposed mitigation measures.
- Low adverse landscape and visual effects overall; reduced to low and very low positive with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established.

HS – RTS

- Moderate to low adverse landscape and visual effects during construction activities; reduced to low-moderate to very low with the inclusion of proposed mitigation measures.
- Low-moderate to very low adverse landscape and visual effects overall; reduced to low to very-low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established.

- Possibility of retaining a small number of existing mature trees including shelterbelt vegetation along the northern site boundary. It is recommended this is included within the ULDMP condition.

S4 – Access Road

- Low-moderate to low adverse landscape and visual effects during construction activities, without mitigation, reducing to low-moderate to very low with the inclusion of mitigation measures.
- Low-moderate to low adverse landscape and visual effects overall; reduced to low-moderate to very low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established.
- Positive landscape and visual effects could result from the opportunity to improve the stream and riparian environment of a branch of the Kumeū River within proximity to the upgraded Access Road bridge. Potential for the location of the RUB to be more legible and defined.
- Unknown effects from retaining walls up to 15m high in proximity to retained rural residences and urban commercial buildings. This should be managed through the ULDMP.

Submissions

There are a number of submissions regarding the adverse effects of the NoRs on the existing rural character especially from the S1 ASH and the eastern rural section of the S2 RTC. A number of submissions refer to the need to mitigate the specific effects of the roading infrastructure on their individual properties. The AEE and the LVA does not go into any detail about specific planting strategy for individual sites or locations, preferring to rely on the preparation of a ULDMP as the principal method to articulate any specific responses.

The Te Kawerau a Maki submission raises concerns over the loss of rural character and potential adverse effects on cultural landscape features however no features are specially referenced or identified. Te Kawerau a Maki are also concerned about the prospect of urbanisation occurring outside the FUZ as a result of the ASH. In response Te Kawerau a Maki are requested to provide evidence on the cultural landscape effects and associated effects on rural character. While I agree that the S1 – ASH could put additional pressure on rural land outside the FUZ laned land, any urbanisation would need to go through a plan change process to achieve this.

Assessment

I agree with and rely on the urban design assessment of Ms Easterman and in principle, I agree with ULDMP approach adopted by SGA (subject to the changes recommended) that a ULDMP is a suitable method, (at the route identification stage) to manage the adverse landscape and visual effects.

6.2.9 Urban Design Effects

The AEE includes an assessment of urban design effects in section 25 and a specialist urban design assessment of each Strategic NoR has been annexed to the AEE. This assessment has adopted an urban design framework and evaluation approach which has considered urban areas in several layers being: environment, social, built form, movement and land use.

The urban design evaluation has identified twenty design principles that have been established within the above identified layers to provide high level guidance (appropriate to the NOR stage) on the attributes of responsive, resilient, sustainable, vibrant and high-quality urban environments.

The assessment identifies key urban design outcomes for each NoR and these are set out below.

S1 ASH

The ASH corridor will alter the existing identity and character of the area, particularly the rural areas outside of the FUZ land. The ULDMP will need to demonstrate how to minimise the impact on the built, natural and cultural values of the area and optimise integration with adjacent zones by:

- Recognising the transition from rural to urban land uses;
- Resolving interface issues including access to properties;
- Incorporating acoustic barriers and screen planting where required;
- Utilising the corridor and interchanges to respond to the future environment the transport corridor passes through to support placemaking and ensure the interchanges are legible for access to Kumeū and Huapai;
- Minimising land disturbance, conserving resources and materials;
- Inviting Mana Whenua to provide input into environmental and cultural landscape matters throughout the detailed design and construction phases, including how desired outcomes reflect their identity and values;
- Considering recommendations from the landscape and visual, flooding and ecological assessments in the landscape plans. The landscape outcomes should reinforce the wider vegetation patterns of the local landscape and create connections to proposed greenways and the wider active mode network.

NOR S1 - ALTERNATE SH + BRIGHAM CREEK INTERCHANGE : OUTCOMES & OPPORTUNITIES

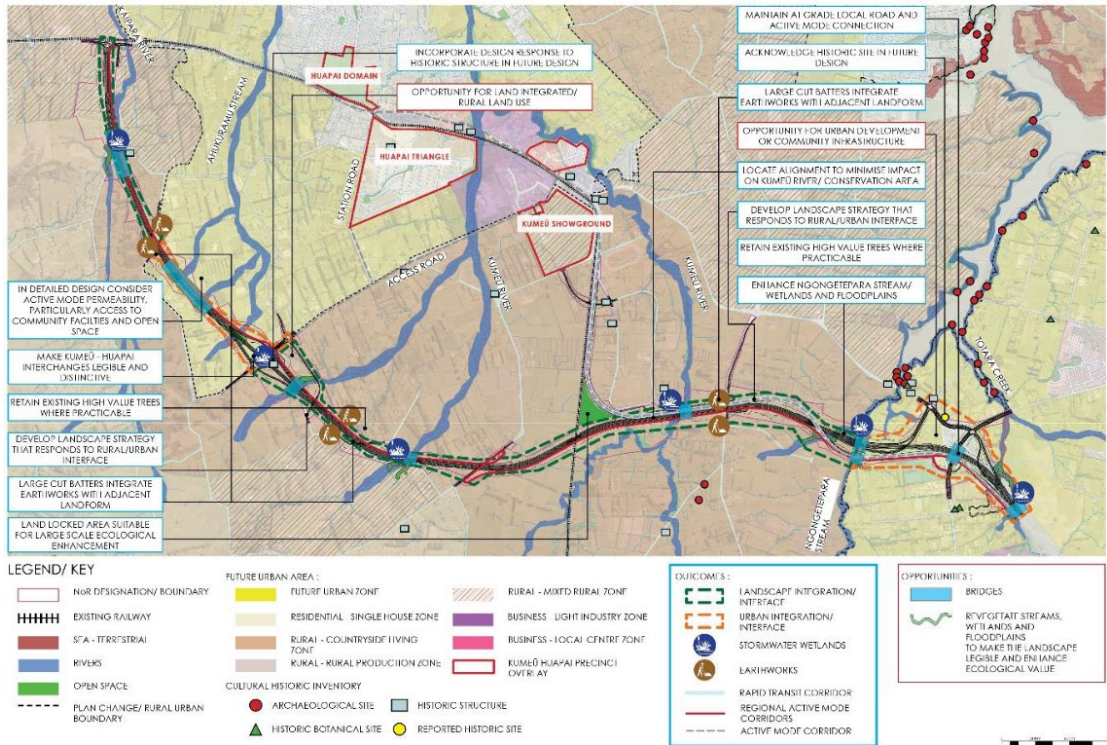


Figure 19: NOR S1 ASH Corridor Urban Design Outcomes and Opportunities

S2 SH16 Main Road Upgrade

The ULDMP will need to demonstrate how to minimise the effects on the built, natural and cultural values and optimise integration with adjacent land by:

- Addressing interface issues with existing and future development, in particular around the development of the Rapid Transit Stations and connection into the future town centres and communities to the south;
- Utilising a gateway entrance and placemaking at the southern end of Kumeū and at the northern end at the junction with Station Road to define the extent of the Kumeū-Huapai town centre as envisioned in the Kumeū-Huapai Centre Plan;
- Creating corridor permeability and connectivity (midblock crossings) for active modes, modal priority and permeable access to destinations such as open spaces and community facilities between areas of high density;
- Inviting Mana Whenua to provide input into environmental and cultural landscape matters throughout the detailed design and construction phases including how desired outcomes reflect their identity and values, and
- Responding to recommendations from the landscape and visual and ecological assessments in landscape plans. The landscape plans should enable a strong vegetated framework and identity for the SH16 Main Road.

NOR S2 - SH 16 MAIN ROAD UPGRADE : OUTCOMES & OPPORTUNITIES

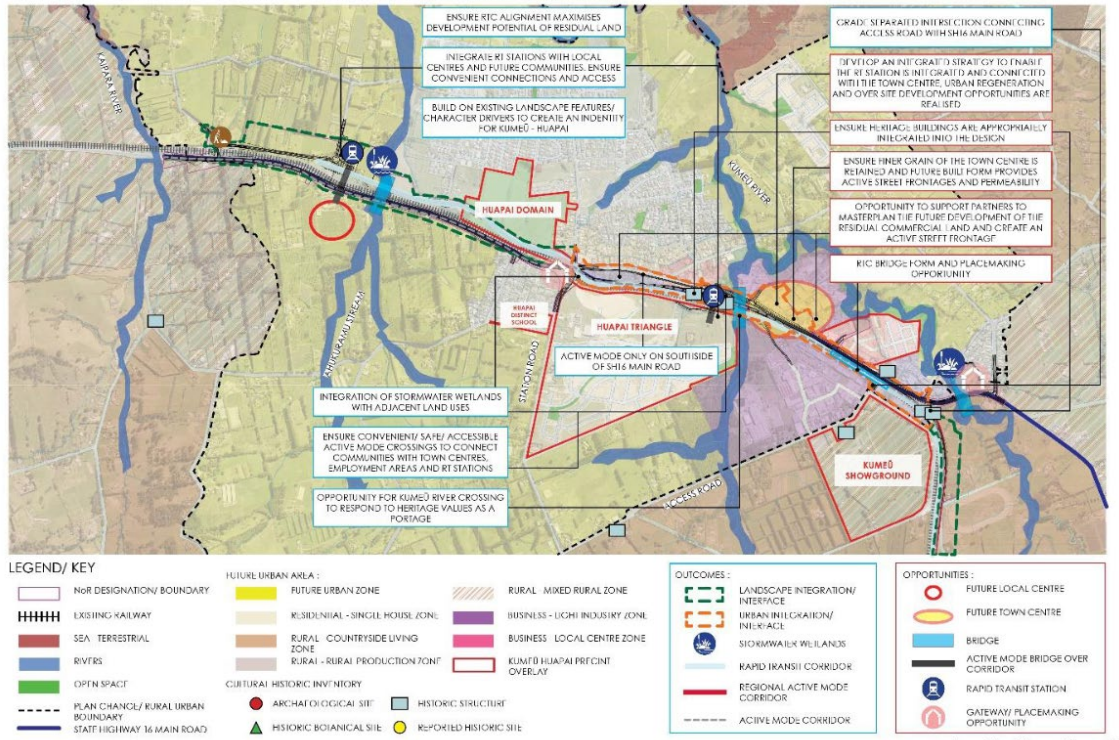


Figure 20: NOR S2 SH16 Main Road Upgrade Urban Design Outcomes and Opportunities
S3 Rapid Transit Corridor, including Kumeū Rapid Transit Station and Huapai Rapid Transit Station

The ULDMP will need to demonstrate how to minimise the impact on the built, natural and cultural values and optimise integration with adjacent land by:

- Recognising the transition from rural – countryside living to urban. Future land integration should be considered in the detailed design phase and refine the alignment to maximise the opportunity for adjacent / residual land redevelopment;
- Integrating land use and transport networks to optimize connectivity with the Rapid Transit Stations. Noting that details of the surrounding FUZ land use is currently unconfirmed, as Kumeū - Huapai is yet to be structure planned;
- Responding to the changing built form interface, in particular providing legible and convenient pedestrian access between the corridor and adjacent development, and between Rapid Transit Stations, local centres and adjacent future urban land uses;
- Considering the Rapid Transit Stations connectivity with SH16 Main Road and adjacent commercial and residential areas, incorporating crime prevention through environmental design principles;
- Inviting Mana Whenua to provide input into environmental and cultural landscape matters throughout the detailed design and construction phases including how desired outcomes reflect their identity and values, and

- Responding to recommendations from the landscape and visual and ecological assessments in landscape plans.

NOR S3 - RAPID TRANSIT CORRIDOR; REGIONAL ACTIVE MODE CORRIDOR; NOR KS: KUMEU RAPID TRANSIT STATION & NOR HS: HUAPAI RAPID TRANSIT STATION : OUTCOMES & OPPORTUNITIES

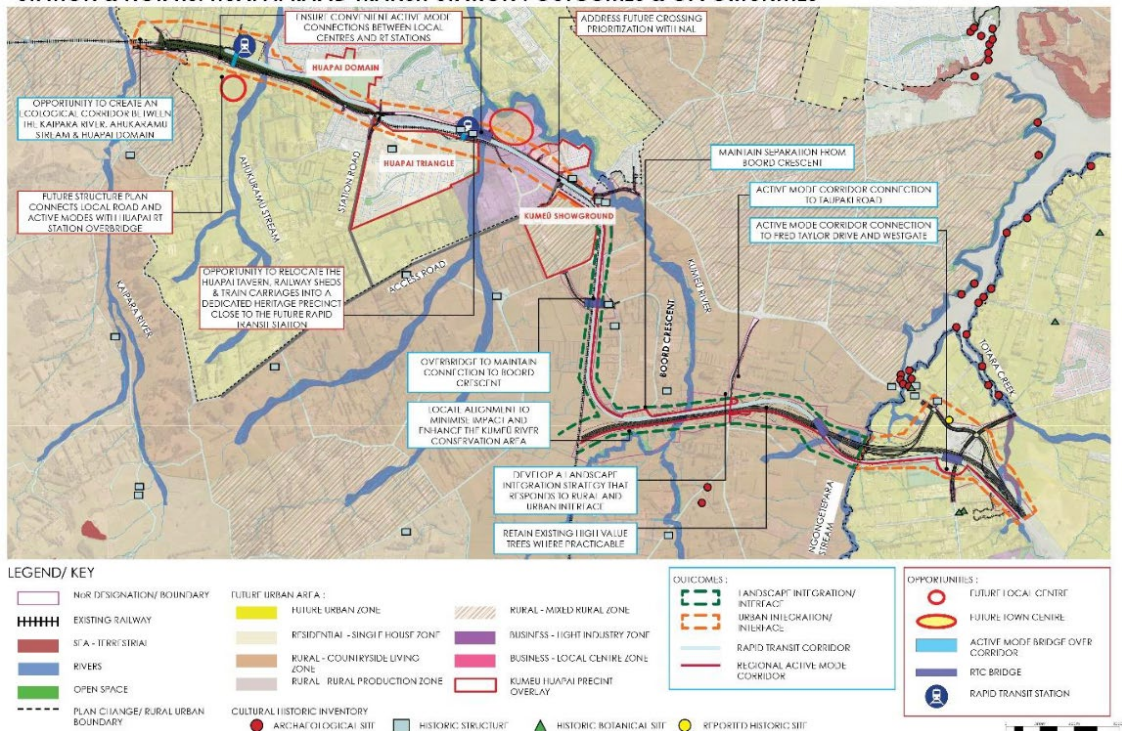


Figure 21: S3 RTC, including Kumeū Rapid Transit Station and Huapai Rapid Transit Station, Urban Design Outcomes and Opportunities

S4 Access Road Upgrade

Key design outcomes for the Access Road upgrade are:

- The corridor aligns with the RUB, future detailed design should demonstrate an appropriate response and integration with the urban and rural character and reinforce an urban edge. The interim design includes green infrastructure, i.e., a swale on the rural side this will help ensure any built form is set back from the road whereas the urban side of the road cross section allows for built form to address the street. Further consideration should be given at the detailed design stage to ensure the rural character is retained with an appropriate interface;
- Permeability of the corridor for active modes that addresses cross corridor connectivity (midblock crossings), modal priority and permeable access to destinations such as open spaces and community;
- Mana Whenua shall continue to provide input into environmental and cultural landscape matters throughout the detailed design and construction phases including how desired outcomes reflect their identity and values, and
- Landscape plans that implement recommendations from the landscape and visual and ecological assessments including stormwater wetland planting, construction compound and private property reinstatement and treatment of batter slopes.

NOR S4 - ACCESS ROAD UPGRADE : OUTCOMES & OPPORTUNITIES

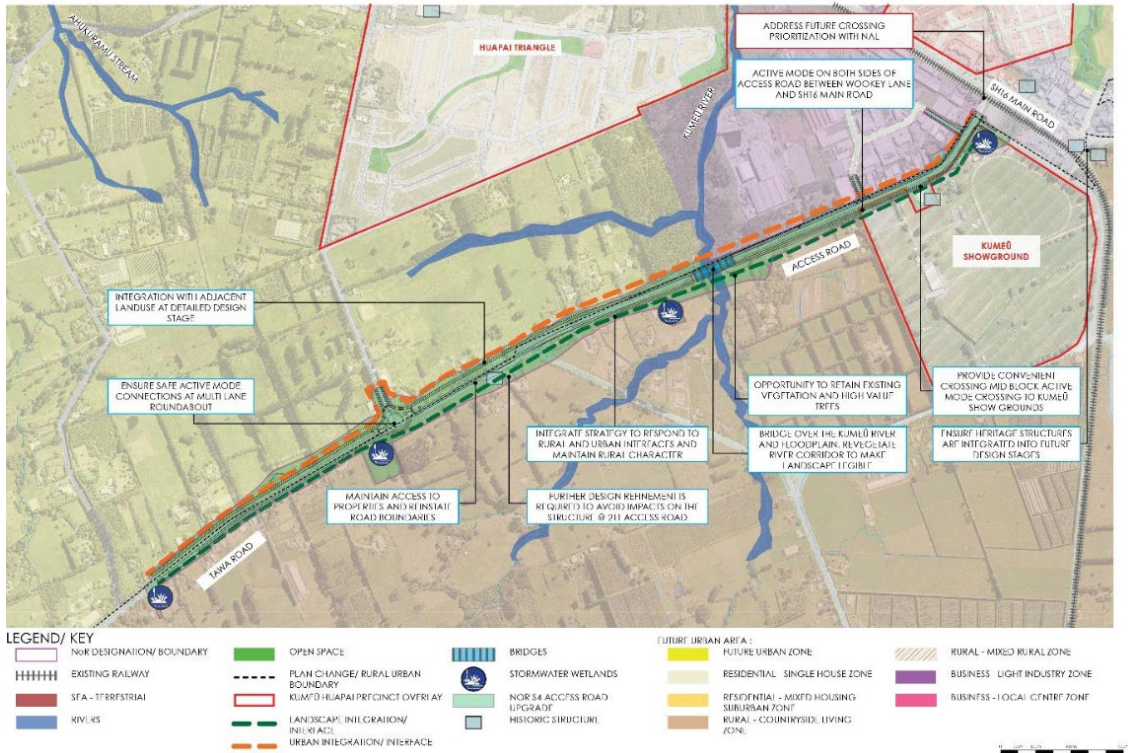


Figure 22: Figure 25-4: S4 Access Road Upgrade Urban Design Outcomes and Opportunities

Overall, the urban design assessment concludes that a range of urban design outcomes and opportunities have been identified in the Urban Design Framework and Evaluation. These outcomes will form part of the Urban Design and Landscape Design Management Plan (UDLMP) in future delivery stages. SGA states that this will ensure the detailed design of each corridor supports land use integration and to the transport specific outcomes sought.

Council Specialist Response

A review of the urban design framework has been undertaken by Ms Jennifer Esterman, Senior Urban Designer, Mein Urban Design and Planning Limited. A copy of this review is annexed in **Attachment 3H**.

Ms Easterman has provided evaluation and comment on each of the NW Strategic NoRs.

S1 – ASH

Ms Easterman states that from an urban design perspective, it is positive that strategic trips will be diverted away from Kumeū town centre as this provides an opportunity to better connect the residential area to the south of the main road with the town centre. Ms Easterman supports the conclusion in the Urban Design Framework Assessment that “overall, the proposed ASH corridor design and configuration is generally

supportive of the Design Framework principles”⁴⁴.

S2 – SH16 Upgrade

From an urban design perspective, Ms Easterman states that it is positive that fully separated active modes will be provided along SH16 Main Road. In her opinion this will improve connectivity to existing and future town centre areas and community infrastructure. She agrees with the conclusions in the urban design evaluation that “overall, the proposed State Highway 16 Main Road Upgrade design and configuration is generally supportive of the Design Framework principles.” Accordingly, Ms Easterman agrees with the outcomes sought in the Urban Design Evaluation.

Ms Easterman has considered the condition that requires the preparation of a ULDMP in relation to all Strategic NoRs and in particular S2 – SH16 and S3 - RTC. She is concerned that placement of retaining walls next to pedestrian footpaths can have adverse urban design outcomes. She recommends changes to part (d)(ii), (iii) and (iv) and (e)(iii) and (c) of the condition as follows:

- (ii) provides high quality and safe ~~appropriate~~ 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 to the immediate neighbourhoods and wider community.
- (iii) Promotes inclusive access (~~where appropriate~~); and
- (iv) Promotes a sense of personal and public safety by aligning with best practice guidelines, such
- (e) The ULDMP(s) shall include (...)
 - (iii) landscape and urban design details – that cover the following: (...)
 - c. Architectural and landscape treatment of all major structures, including bridges and retaining walls adjoining pedestrian footpaths shall be low and of a quality finish / material.

I support these changes on the grounds that they would also provide further clarity and certainty with regard to the expected urban design outcomes.

S3 - RTC

The S3 - RTC and the S2 – SH16 are effectively co-located with regard to their routes through Kumeu village and many of the concerns raised in submissions to S2 – SH16 also relate to the S3 – RTC. Ms Easterman considers that Kumeu has an existing issue with the southern and northern parts of the town being “severed” by the NAL. In her view, the S3 -RTC has the potential to address the severance and better connect the existing Kumeū town centre with the wider Kumeū area. In that regard she agrees with the urban design evaluation that “further design stages should ensure issues of

⁴⁴ Urban Design Framework Assessment Page 5 Page 12

severance are addressed by providing overbridges (as indicated in the preliminary design) to connect Future Urban Zone (FUZ) land uses with the SH16 Main Road active mode corridor⁴⁵. As with her recommendations for the ULDMP as it relates to S2 – SH16 Ms Easterman recommends the same changes for S2 – SH16 also be made to ULDMP condition for S3 – RTC as follows:

- (ii) provides high quality and safe ~~appropriate~~ 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 to the immediate neighbourhoods and wider community.
- (iii) Promotes inclusive access (~~where appropriate~~); and
- (iv) Promotes a sense of personal and public safety by aligning with best practice guidelines, such
- (e) The ULDMP(s) shall include (...)
 - (iii) landscape and urban design details – that cover the following: (...)
 - c. Architectural and landscape treatment of all major structures, including bridges and retaining walls adjoining pedestrian footpaths shall be low and of a quality finish / material.

KS – Kumeu RTS

The RTS will be located within the commercial centre of Kumeu and Ms Easterman considers that this location will be within convenient walking distance from the amenities of the village centre. She agrees with the evaluation by SGA for this RTS location as it would support Council's Spatial Land Use Strategy to expand Kumeū Town Centre. It would also connect the Huapai Triangle (housing area on the southern side of the NAL) directly into SH16 Main Road and Kumeū Town Centre.

With regard to pedestrian connections these are provided to the north, linking the bus station into the wider Kumeū area. It is noted that the urban design evaluation recognises the need to include a landscape and ecological strategy that incorporates the recommendations of the Landscape, Flooding and Visual and Ecological Assessments and a response to climate change factors at the design stage. Given the flooding events during January / February 2023, Ms Easterman recommends that these climate related factors be taken into consideration. Given the flooding events during January / February 2023, Ms Easterman also seeks further consideration by SGA as to the suitability of this location and/or detailed design of this location as a rapid transit station. She notes that the existing commercial centre, located along State Highway 16 was significantly affected during these flood events. While this is a matter for flood modelling and design it is also an urban design outcome to provide resilience to key transport infrastructure.

⁴⁵ Urban Design Framework assessment Page 34

HS: Huapai RTS

Ms Easterman agrees with the proposed location of the Huapai RTS at the western edge of the township to allow for the provision of a Park and Ride facility for Kumeu and wider commuting environment. She agrees with the Urban Design Evaluation that *“overall, the proposed Rapid Transit Corridor, Regional Active Mode Corridor and Kumeū and Huapai Rapid Transit Stations configuration is generally supportive of the Design Framework principles”*⁴⁶.

Ms Easterman also supports the concept of a RTS providing a gateway into Kumeu/Huapai with the added opportunity to develop more intensively around this RTS but considers that some further guidance needs to be included in the ULDMP so that it can be taken into account at the detailed design stage. It is therefore proposed that the ULDMP condition for this NoR include in section(e) (iii) the following additional matters to be considered in the management plan:

- j. Architectural and landscape treatment to create gateway elements at the eastern and western edges of the town*
- k. Approach in response to land use and development opportunities associated with the location of the future RTC station between Harikoa Road and John McDonald Road.*

S4 - Access Road

S4 – Access Road relates to the widening and upgrade of Access Road to link with the S1 – ASH and provide the requisite volume of traffic that link would create. Ms Easterman supports this route upgrade as it also would introduce walking and cycling infrastructure along the route which in turn connects to the walking and cycling infrastructure proposed for S2 – SH16 and S3 RTS.

However, she notes that no ULDMP is proposed for this NoR as opposed to the other five Strategic NoRs despite the AEE stating that a number of urban design outcomes would be pursued. To address this Ms Easterman recommends a ULDMP condition be included for S4 – Access Road with the same wording as the other strategic NoRs (see Appendix 1).

Overall, from an urban design perspective, the Strategic NoRs are expected to improve access to the existing village by providing modal choice to Kumeū Town Centre. However, from an urban design perspective, the proposed NoR also has the potential to improve access across SH16 Main Road as the ASH will mean freight and other traffic movements that do not need to travel into Kumeū Town Centre can avoid the town centre. This has the potential to reduce traffic volumes on the Main Road, making it safer and easier to cross it and rendering active mode trips safer and easier.

⁴⁶ Urban Design Framework assessment Page 36

Submissions

S1 - ASH

While a total of 89 submissions were received on the S1 -ASH none were specifically related to urban design principles. A number of submissions (e.g. from Lendich Construction Limited and from All Seasons Properties Limited) relate to 186 Fred Taylor Drive.

Lendich Construction Limited lease and occupy 186 Fred Taylor Drive and raise issues related to the extent of properties to be taken by the route, but the extent of area taken by the routes has implications from an urban design perspective. A number of these submissions also related to the ability of these companies to undertake their businesses, especially those that rely on a rural character or service.

From an urban design perspective Ms Easterman acknowledges that the general arrangement plans depict an active mode corridor with fill batters on the subject site and these works will have urban design effects on a number of properties adjoining or affected by the route. However, she recommends that the SGA project team works with these submitters to realign the active transport corridor where appropriate, reduce the extent of fill batters and reduce the designated area to address the submitters concerns. This could occur as part of the SCEMP process and at the detailed design stage.

S2 – SH16

Extent of corridor/widening

A total of 59 submissions were received to the S2 – SH16 NoR. They raise a number of urban design related themes associated with location of the proposed road widening and its impact on the Kumeu village.

Submitter 8, McDonalds Restaurants (NZ) Limited, currently has a resource consent application processing with Council to establish a drive-through restaurant at 332-335 Main Road, Huapai. This submitter seeks clarification as to the extent of the designation and any potential effect on their site. It is recommended that the SGA team clarify the extent of the designation boundary in their evidence.

Submitter 22, Spraggs Investments Limited, is the owner of 314, 318 Main Road and 2 Matua Road, Huapai. These properties are occupied by commercial premises that front Main Road. The submitter is concerned with the effects on vehicle and pedestrian access, pedestrian safety and the effects on the building, including the existing activities on the subject site. The submitter requests that the extent of the designation boundary be reviewed and that there will be no long-term effects on any existing vehicle access to and egress from the site. It is also recommended that the SGA team clarify the extent of the designation boundary in their evidence.

Submitter 35, Morleyvest Limited, is the owner of 1A Tapu Road, Huapai (also known as 384 Main Road). The property is subject to NoRs S2 and S3. Two commercial buildings were constructed on site in 2018 and the company leases the office space to several commercial tenants. A key tenant is an early childcare centre: A Child's Place Limited. The childcare centre features an outdoor area fronting the street. As shown in the general arrangement plans for S2 – SH16 (sheet 5), the outdoor play area appears to be included within the designated corridor. Some fill batters are proposed along both road frontages. Only a small area of fill batter appears to be required on the SH16 frontage. It is recommended the extent of designation be reviewed to avoid the outdoor play area associated with the childcare. A fill batter is proposed in the western part of the site, no details are provided as to the detail of this batter. It is recommended that the SGA reconsider the batter slopes, to ensure the existing pedestrian access and vehicle access that serves this commercial development is retained.

Submitter 36, Pedro's Roast Kumeū Village, owns 10-88B Main Road. This submitter has concerns regarding the loss of car parking and access due to a berm cutting across the current access. This submitter also raises concern around the vertical height difference of the new footpath along the upgraded Main Road being 1.2m higher than the current footpath. The general arrangement plans indicate a retaining wall along the site frontage with the berm and footpath. At the vehicle access a fill batter is shown. It is recommended that SGA consider whether the designation can avoid the existing car parking area. At detailed design stage the height of retaining walls and the interface with pedestrian pathways will be confirmed and this has been addressed in the recommended changes to the UDLMP condition.

Submitter 37, Kumeū Properties Limited, owns 46-48 Main Road. The submitter is concerned about the retaining wall proposed along the full extent of the site frontage which will remove direct physical and vehicle access from Main Road. The submitter notes no details of the height of this retaining wall are proposed. From an urban design perspective, Ms Easterman considers that maintaining access to this site is important for existing business but also for any future development to ensure an active street frontage can be created and maintained. It is therefore recommended that SGA consider access options for this site.

Submission 44, from The Roman Catholic Bishop of the Diocese of Auckland, has concerns around the extent and delineation of the designation in relation to 677 State Highway 16. The proposed designation includes the entire footprint of buildings located near to the road frontage with fill and cut batters either side of the building. The submitter requests the extent of designation along the road frontage excludes the building footprints. In Ms Easterman's view, the extent of land required from 677 State Highway is extensive and should be reviewed, or SGA provide further explanation to the extent of land included in the NoR. I note this submission also relates to Huapai Station submission 16 as the site is within both NoR S2 and NoR HS.

Submissions 50 and 51 by Bowring Properties Group and T A S Ltd, who collectively own the businesses located at 321, 321a, 323 and 325 Main Road, Huapai, seek the extent of the designation boundary be reviewed. The buildings on these sites were designed to front Main Road and provide car parking to the rear. The proposed designation boundary extends over part of the car parking area. Ms Easterman agrees with these submitters that this NoR boundary should be reviewed to identify opportunities to reduce the extent of land take in this location as buildings fronting Main Road with car parking to the rear is a positive urban design outcome. These submitters also raise concerns around potential unknown effects the designation extent will have on vehicle and pedestrian access, pedestrian safety and existing activities. I agree further detail is required to ensure these matters are addressed. This submission also relates to Kumeū Station submissions 26 and 27.

Submission 56 relates to a property at 45 Station Road that has a resource consent to construct and operate an Integrated Residential Development (Huapai Country Club). It is understood that this submitter is part way through construction of a major residential development. The extent of land required for the corridor will likely affect the development as consented and will require redesign to accommodate the NoR route. Ms Easterman notes that the consented development is the type of development envisaged for the zone and will support the proposed active mode improvements, including Huapai Station and should be retained if possible. The submitter is requesting that SGA considers acquisition and vesting of the land now, in order to provide long-term certainty to the Submitter and its residents, enabling the Submitter to re-design the northern part of the site prior to commencement of construction, delivering a comprehensively master planned village as anticipated by the AUP. I support this relief and recommend that SGA provide further evidence on this matter.

Impact on the Kumeu Village

Associated with the submissions discussed above, five submissions raise concerns about the loss of car parking servicing Kumeū Village. It is estimated that up to 21 of the existing 50 parking spaces could be removed. The submitters consider the loss of this proportion of the front car park will change the character of the Kumeū Shopping Village because it will make it unviable as a destination for customers, and therefore the tenancies they support. From the General Arrangement Plan 8 it appears the extent of corridor may be able to be reduced to avoid the removal this car parking area.

As discussed above, from an urban design perspective, the new walking and cycling links proposed by the NoR package will enhance connectivity and further enable people to choose alternative modes of transport to this location.

It is therefore recommended that SGA review the extent and alignment of the corridor in Kumeu Village to retain at least some of these parking spaces which currently form part of the urban setting for the Kumeu Village.

Overall, it is considered that the proposed widening of SH16 will have numerous effects on mostly commercial properties in Kumeu and this is reflected by the large number of submissions raising concerns over the urban design implications of the works that the

route would enable. That said, the widening would also provide clear positive outcomes for that part of SH16 that passes through Kumeu village in the form of active mode pedestrian and cycle paths. This would be enhanced also by the reduction of through traffic (especially freight related traffic) through the village.

In my view, a delicate balance needs to be struck between the positive benefits of the road upgrade and widening and the genuine concerns raised by submitters that the widening will also cause poor urban design outcomes at the interface between the widened road and the resulting new property boundaries that would be established. In that regard further clarification and refinement of the extent of area and the implications for properties along the frontage to SH16 should be undertaken by SGA.

S3 – RTC

The submissions from West Coast Rangers Football Club and the Kumeu Cricket Club Submitters 25 and 26 are concerned with the extent and alignment of the corridor on Huapai Reserve and the impact on the existing facilities and clubrooms. The effect of the proposed route on facilities and activities has been discussed in the section of this report on effects on Recreation and Community Facilities and the analysis and conclusions of that assessment are also reached from an urban design perspective. This also applies to the submissions that relate to Fred Taylor Park.

A number of submitters are located on the southern side of the RTC and operate commercial businesses and have concerns regarding the extent of the NoR route over their properties and the effect it will have on their frontages and access. It is recommended that SGA provide further clarification and justification for the route location over these properties.

Submitter 42, All Seasons Properties Limited, own 186 Fred Taylor Drive. It is noted there are two NoRs affecting this site; S1 – ASH and S3 – RTC. This is the same for submitter 42 (194 Fred Taylor Drive). It is recommended that SGA provide further clarification and justification for the route location over these properties.

KS – Kumeu RTS

There were 39 submissions on this NoR and they raise a number of urban design issues including the flooding effect on urban design of the town centre, active transport, existing NAL, integrated land use and transport planning, interface conditions and the extent of corridor.

A number of these submissions refer to the Future Kumeu study which includes a future town centre in a location less prone to flooding and how this future growth area would relate to the KS- RTS. Other submitters express concerns around the viability of the town centre in the long term due to likely requirements in the AUP to address flooding effects. It is the submitters' opinion that the flooding events together with the roading changes proposed should become a catalyst for a wider discussion regarding the zoning of land, urban design for the town centre and how the proposed public works can be integrated to create positive change for the community and mitigate the risks and effects of the flooding hazards.

The effects of flooding have already been discussed in this report and there is consensus between SGA and Council specialists that flooding is generally no worse or better than the existing situation. These factors will need to be taken into consideration when that design is undertaken. However, it is my view, supported by Ms Easterman that the location of the Kumeu RTS is generally appropriate from an urban design perspective.

HS – Huapai RTS

There were twenty submissions on the HS - RTS and they primarily relate to the extent of corridor and the location of the station. Most of these submissions are from persons whose properties will be affected by the route and they seek clarification of the extent of route in respect to their properties or seek that the RTS be located elsewhere. As discussed above, SGA are best placed to provide further evidence on these matters raised in submissions and further comment can be provided by Council officers once evidence from SGA and submitters have been received or presented.

One submission questioned the location of the HS - RTS on the basis that it has no existing residential catchment rather is adjacent to FUZ land, none of which has been planned for further growth. The submitter is of the view that the number of potential dwellings in the FUZ should determine the need for a station in that location. From an urban design perspective Ms Easterman states that a location within the FUZ is appropriate as it is highlighting that residential development is anticipated around the proposed Huapai Station. I would add that it also provides the ability to provide a park and ride facility (which requires a relatively large area of land for patrons car parking) in a location that is not yet urbanised, but is located near an urban catchment. In my view these factors are favourable as it allows the RTS to be established without having to compete with other urban land use activities.

S4 – Access Road

There were 40 submissions received on the S4 – Access Road NoR primarily related to the seeking clarity for the route location and extent over affected properties. It is recommended that SGA provide further clarification of the extent of location and widening to these properties including the removal of car parking for a number of commercial activities and the Kumeu Community Centre at the northern end of the route.

Assessment

Overall, the urban design framework and methodology is supported. While urban design assessment has been provided at relatively conceptual stage, in my opinion the urban design evaluation by SGA has appropriately identified the urban design opportunities and outcomes for each NoR that need to be incorporated as the project develops through the design stages. This will ensure appropriate outcomes for safe and attractive urban environments along the full length of each corridor.

Ms Easterman concludes that overall, the full length of the route proposed is supported as the most appropriate route from an urban design perspective to safeguard for public transport and active modes.

That said and as discussed in the submissions section of this evaluation, I agree with the relief of many submitters that further clarification or refinements are required to identify the extent of land proposed for widening and/or construction and ongoing operation, maintenance or mitigation of effects of the corridor and RTS's to ensure that only the land area actually needed is acquired.

6.2.10 Historic Heritage and Archaeology Effects

The AEE includes an assessment of historic heritage and Archaeology and this can be found in section 21 of the AEE. A specialist assessment is also included and can found in Volume 4 to the AEE.

The AEE identifies several positive effects:

- Construction around wetlands and / or streams on each of the transport corridors will allow environmental archaeological research to be undertaken that could clarify the dates, sequence and details the anthropogenic vegetation change from forest to open fern lands
- Pre-contact horticulture has not been observed in the North West. Linear developments like the new and upgraded transport corridors proposed create a rare opportunity to close this knowledge gap.

Built Heritage

The most significant built heritage elements are two buildings protected under Schedule 14 of the AUP-OP:

- The Huapai Tavern (AUP:OP Schedule 14.1 #00482); and
- Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483)

Both these buildings are both affected by the S3 - RTC and S2 - SH16 Main Road Upgrade in the vicinity of Kumeū Station. SGA have proposed that these buildings both be relocated as part of construction although no destination has been identified. Rather, SGA propose to identify and confirm the final locations through the Historical Heritage Management Plan, which is a condition offered with these NoRs.

Archaeology

SGA have identified one possible archaeological site (CHI #3711) within the Brigham Creek Interchange section of the S1 - ASH. The site is the reported location of an early church which is within the designation footprint. SGA advise that there are no recorded archaeological sites along the remainder of the ASH corridor. SGA however, acknowledges that there is a risk of encountering archaeological features associated with the corridor crossing the Totara Creek, Waiarohia / Ngongepetara Stream and Ahukuramu Stream. It has been acknowledged that it is possible that pre-European

archaeological resources exist in close proximity to other smaller stream crossings as these areas are known for seasonal occupation used to exploit local resources.

Effects of construction

S1 - ASH

SGA has identified historic buildings within 200m of the S1 corridor and these are:

- One historic building, an early fruit packing shed, is recorded (CHI ref #16400) within the corridor and one possible archaeological site. The possible archaeological site (CHI #3711) is the reported location of an early church which is within the designation footprint. Both would be impacted by the transport corridor.
- Five historic buildings (four recorded in the CHI only, one is also scheduled in the AUP:OP), two archaeological sites, one scheduled notable tree and one scheduled historic heritage place are identified within 200 metres of the designation footprint.

SGA state that these buildings are outside of the designation footprint and therefore unlikely to be affected.

SH16 Main Road Upgrade

- No archaeological sites are identified although three permanent streams (Kumeū river, Turakiawareta stream and an unnamed stream) have been identified as likely navigable by waka in pre-European times, are within the proposed designation footprint.
- One historic building is recorded close to the corridor, Kumeū Railway Goods Shed a historic railway goods shed (ref #00483)
- Railway carriages were formerly situated at 299 Main Road (CHI #18493). The carriages have been moved from 299 Main Road previously and not presently located on site
- The curtilage of Huapai Tavern is crossed by the designation. SGA state that the building itself is not affected.

S3 – RTC and HS and KS RTSS

- There are no recorded archaeological sites within the extent of these proposed NoRs although it is acknowledged that archaeological sites could be within the streams identified above.
- Two historic buildings are recorded within the proposed corridor and one possible archaeological site which is the location of the original Kumeū train station building and is within the corridor. The Huapai Tavern is within the corridor.
- The curtilages of three further CHI items have the potential to be impacted by the corridor. These three structures are in the vicinity of the corridor and there is one further heritage building, a historic house, within 200 metres of the corridor.

S4 - Access Road Upgrade

- SGA state that there is one CHI site (#16377) at 211 Access Road for 'Shed, Gates and Railings'. SGA advise that the fences will be impacted and re-instated.
- There are no other recorded sites within the extent of the proposed NoR footprint for the Access Road Upgrade.

To mitigate the effects of construction on historic heritage SGA propose a Historic Heritage Management Plan (**HHMP**) for each NW Strategic NoR that would:

- Set out the methods for the identification and assessment of historic heritage within the designation to inform detailed design;
- Identify the known and potential historic heritage sites within the designation; and
- Set out the HNZPTA authority requirements for any pre-1900 sites identified for a precautionary authority.

SGA also state:

Relocation of any historic building is a preferable option to demolition, this particularly relates to the Huapai Tavern which is affected by the RTC including Kumeū Rapid Transit Station and SH16 Main Road Upgrade. The relocation of the Huapai Tavern, any associated structures and other identified heritage structures will be considered through the development of the HHMP. This will include measures to manage effects on the heritage features, as they will be moved from their existing heritage overlay.

Submissions

One submission on historic heritage and archaeology has been received from Heritage New Zealand Pouhere Taonga (Heritage NZ) to each Strategic NoR.

Heritage NZ opposes the notices of requirement for the following reasons:

- the assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise
- the 2022 Assessment of Effects on Heritage/Archaeology as part of the suite of supporting documents for NoR R1 does not provide the relevant assessment of historic heritage values and effects on built heritage
- the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process
- 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. 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.

Heritage NZ seeks the following decision from Auckland Council:

- a more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide the appropriate advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
- the objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA
- 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.

Council Specialist Review

Built heritage – Huapai Tavern

The effects of the S2 – SH16 and S3 – RTC NoRs on the Huapai Tavern have been assessed by Dan Windwood - Senior Built Heritage Specialist. A further addendum has also been prepared by Rebecca Fox - Team Leader Built Heritage Implementation. Both assessments are annexed in **Appendix 3J**.

In his assessment Mr Windwood is of the view that the relocation of the Huapai Tavern can only avoid significant permanent harm to the heritage values of the scheduled historic heritage place if it occurs solely within the existing scheduled extent of place. Mr Windwood adds:

*The Huapai Tavern is scheduled for its historical, social, knowledge, physical attributes and context values. As one of very few scheduled historic heritage buildings in Kumeū, and one of social value which is tied innately to its location adjacent to the principal road running through the township, its heritage value is connected strongly to its location.*⁴⁷

⁴⁷ Built Heritage Memo para 4.2



Figure 23: Huapai Tavern and locality, with scheduled extent of place (purple hatching)

In support of this conclusion I note the following policy in the RPS and a policy from the Historic Heritage Overlay in the AUP-OP:

Policy B5.2.2(6)(b)

- (6) *Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including: ...*
 - (b) *the relocation or removal of any of the primary features of such places away from their original site and context.*

And

Policy D17.3(19)

Avoid the permanent relocation of features of scheduled historic heritage places unless:

- (a) *it is necessary to allow for significant public benefit that could not otherwise be achieved; and*
- (b) *the significant public benefit outweighs the value of retaining the feature in its present location.*

As stated above, SGA propose to rely on the HHMP as the primary mechanism to manage the effects on the Huapai Tavern. The draft HHMP condition (Condition 20 for NoR S1) includes a specific reference to the relocation of the Huapai Tavern as follows:

- (x) *For Huapai Tavern (AUP:OP Schedule 14.1 #00482) and Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:*

- A. *appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the buildings;*
- B. *appropriately re-locate the buildings within the footprint of designation in a manner that respects the heritage value of the buildings;*
- C. *identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building; and*
- D. *identify long term protection management of heritage elements of the buildings*

Mr Windwood is of the view that the heritage status of the Huapai Tavern and its relationship with its current extent of place is higher than for the Kumeū Railway Goods shed. This due to goods shed having been previously relocated and could therefore potentially be re-sited within the railway corridor without significantly harming its heritage values. In contrast, Mr Windwood states that the heritage values and in particular the social and context values of the Huapai Tavern would be heavily harmed if it was to be relocated off-site to an undetermined location within the route.

Relying on the assessment of Mr Windwood, I am of the view that relocation of the Huapai Tavern to a location “within the footprint of designation” is too broad given the extent of the designation being from west of Huapai to the Brigham Creek interchange. I also agree with Mr Windwood that more consideration need to be given to keeping the tavern within current extent of place.

A further assessment has been conducted by Rebecca Fox and she agrees with Mr Windwood that the Huapai Tavern is a very significant building in Kumeū and states that in considering the heritage effects of any potential relocation of the tavern, the following key aspects of its significance (and related scheduled heritage values) should be retained when choosing a new location:

- Original (or reconstructed/repared) fabric from pre-1920s period of development (Historical & Physical Attributes);
- Location adjacent to/visual relationship with both SH16 and railway tracks (Historical & Context);
- Prominent position in the centre of Kumeū (Historical, Social & Context); and
- Serves the community as a gathering place (Social).

Ms Fox concludes that it will be difficult if not impossible to retain these aspects if the building is divorced from its extent of place.

In her further memo Ms Fox has also considered Policies D17.3(25) and (26) which relates to infrastructure projects as follows:

Policy D17.3 (25) Enable the establishment of network utilities and small-scale electricity generation facilities within scheduled historic heritage places where all of the following apply:

- a) *there is a functional need or operational constraint that necessitates their location within a scheduled historic heritage place;*
- b) *significant adverse effects on the heritage values of the place are avoided where practicable; and*
- c) *other adverse effects are avoided, remedied or mitigated.*

Policy D17.3 (26) - Avoid the relocation and total or substantial demolition or destruction of features within a scheduled historic heritage place to provide for network utilities and electricity generation facilities unless all of the following apply:

- a) *a functional need or operational constraint limits available alternatives;*
- b) *there is no reasonable practicable alternative;*
- c) *the infrastructure will provide a significant public benefit that could not otherwise be achieved; and*
- d) *the adverse effects on the heritage values of a place are minimised to the extent practicable.*

Both Ms Fox and I agree that Policy D17.3(26) is directive through the use of the term “avoid” and that all the components of Policy D17.3(25) must be satisfied. We also agree these policies in combination set a high threshold with regard to relocation. In our view the use of the word “avoid” in both policies set out a clear expectation that relocation outside of the identified extent of place should only occur if a specific set of circumstances are met. The corollary of this is that there is a duty to explore all reasonable options to keep the building within the current extent of place.

Ms Fox and I have turned our minds to exploring options within the current extent of place and Ms Fox suggests relocated slightly within its scheduled extent of place. I suggest the following actions should be considered by the applicant to strike a better balance between heritage and the proposed new roading and station development:

- The removal of the less significant additions (specifically 1966-1979 additions) to reduce the footprint of the building;
- Adaptive re-use of the scheduled building to incorporate it into the function of the station area (e.g. café to serve RTC users, toilets/waiting area, administrative functions, etc.); and/or
- Explore shifting the RTC carriageway slightly to the south if necessary (to give more room for the tavern between the RTC and SH16 widening).

Ms Fox has prepared the following aerial plan showing the various additions to the Huapai Tavern and has identified those parts of the building that are associated with its pre-1920 heritage status and excluded those additions dating from 1966-1979.



Figure 24: Potential reduced footprint of Huapai Tavern highlighted in yellow, including all pre-1920s elements and excluding 1966-1979 later additions.

With the removal of the later, and less historically significant, additions will result in a reduce footprint to relocate within the current extent of place and potentially increase its historic significance by identifying and celebrating its more original built form.

Having had regard to the assessments of Mr Windwood and Ms Fox it is recommended that the following changes be made to the HHMP condition (applicable to S2 – SH16, S3 - RTC and potentially KS- RTS) providing for the separation of the goods shed (which can be relocated) from the Huapai Tavern (which must remain in its current extent of place) as follows:

- (x) *For Huapai Tavern (AUP:OP Schedule 14.1 #00482) and ~~Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483)~~ measures and methods shall be identified to:*
 - A. *appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;*
 - B. *appropriately re-locate the building within the footprint of designation its scheduled extent of place in a manner that respects the heritage value of the buildings. The new location must retain a clear visual relationship with both SH16 and the railway corridor, and must have a prominent position near the centre of Kumeū;*
 - C. *identify non-original additions which may be removed without compromising the heritage values of the building. At a minimum, all pre-1920s sections of the building must be retained; and*

- D. *identify long term protection management of heritage elements of the building;*
 - E. *appropriately landscape the setting in a manner that supports the heritage values of the building as one of the oldest surviving structures in Kumeū;*
 - F. *enhance the heritage values of the place through actions such as restorative changes and/or interpretation; and*
 - G. *demonstrate that all clauses of Policy D17.3(E26) have been satisfied by the re-location of the building.*
- (xi) *For Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:*
- A. *appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building.*
 - B. *appropriately re-locate the building within the footprint of designation in a manner that respects the heritage value of the building;*
 - C. *identify long term protection management of heritage elements of the buildings;*

All Heritage Sites (including Archaeological Sites)

Ms Mica Plowman, Principal Heritage Advisor West (Auckland Council), has undertaken a review of the AEE, associated specialist report, and the Heritage NZ submission, in relation to archaeology (refer to Appendix 3). Ms Plowman's review includes an assessment against the provisions of the AUP, and whether the NoR's can be appropriately mitigated to give effect to section 6(f) of the RMA.

In her assessment, Ms Plowman has also taken the following into account:

- a. Auckland Council Cultural Heritage Inventory (CHI) <https://chi.net.nz/>
- b. New Zealand Archaeological Association (NZAA) *ArchSite* Database <http://www.archsite.org.nz/>
- c. Heritage New Zealand Pouhere Taonga Rārangī Kōrero/The List <https://www.heritage.org.nz/the-list>
- d. ICOMOS New Zealand Charter <https://icomos.org.nz/charters/>
- e. Other relevant sources containing historical and archaeological information

The conclusions from Ms Plowman's assessment are shown below:

'...the assessment of historic heritage within and surrounding the proposed designation boundaries is based predominantly on historical and archaeological research with limited field surveys. As a result, most of the project area was not able to be systematically surveyed due to the lack of landowner approvals, project scale, and environment.

In the Heritage Units opinion the HHA, has not fully addressed the actual or potential historic heritage features within the Strategic NoR corridors or the 200m buffer zone, nor have the potential effects on recorded historic heritage been adequately described or assessed.

Two recorded sites, CHI site 13579 Midden site/historic rubbish dump (R11/2084) within NoR S1 and CHI site 15039 (Portage Railway R11/1487) within the NoR S3 designation extent have been omitted from the HHA. The latter has been included in the section 92 addendum report following comment from the Heritage Unit. However, the potential for visible or subsurface features associated with these heritage sites, their potential extents, their heritage values, and the extent of potential modification have not been assessed by the project.

NoR S3 and NoR KS as proposed will significantly adversely affect the scheduled extent of the Huapai Tavern (CHI 13234/AUP Schedule ID482). The HHA does not identify or adequately address relevant archaeological values associated with the Taverns scheduled Extent of Place. Any effects, potential or otherwise require clarification, and options for avoidance need to be outlined or at the least explored.

Similarly, 19th century ancillary features associated with the Huapai Tavern identified from historic plans outside of the Scheduled Extent of Place and possibly affected by NoR S2 are not identified or discussed as part of the effects of this designation in the HHA.

In other instances, such as NoR S1, which sites are affected (CHI Fruit Packing Shed CHI 16400) and/or the potential for effects on significant sites such as the Sinton settlement complex (including the Sinton Homestead CHI 3486, Sinton Homestead CHI 3379 and Sinton Store CHI 20452/R11/3415), are inconsistently and inadequately reported.

The HHA identifies the potential for effects of NoR S1-S3 on several historic houses (CHI 16387, 16385, 16381) that may date to the early settlement of the district. The potential archaeological/heritage values of these sites requires assessment and delineation and the appropriate mitigation under the required Act to be nominated.

An often-reported Māori village settlement located in Kumeu dating to the musket war period (1820s) has also been overlooked by the HHA. This potentially significant site requires further research. Other areas identified around navigable waterways within the strategic designation areas (NoR S1-S3 and HS and KS) that are identified as high risk for prehistoric Māori settlement sites should also be fully examined.

In addition, the assessments provided for all the Strategic Nors would benefit significantly from the incorporation of available recent archaeological research, field survey, and excavation to expand and/or support the risk assessment and mitigation proposed.

I understand that the draft proposed designation conditions reference further identification survey and assessment of historic heritage sites in the preparation of the HAMP and once further land is acquired by Auckland Transport/Waka Kotahi (and closer to detailed design). However, in the Heritage Units' opinion, the HHA and section 92 addendum report as submitted is not commensurate to the effects of the proposals nor does it conform to the standard for archaeological research and assessment as outlined in widely accepted historic heritage/archaeological research and assessment guidelines, such as the HNZPT Archaeological Guidelines series No. 2 Writing Archaeological Assessments or the Waka Kotahi Heritage guidelines⁴⁸.

To ensure the HHA (and section 92 addendum report) documents are comprehensive in the identification and assessment of effects of the proposal on historic heritage sites and values, they require consolidation and amendment to include;

- *relevant archaeological research*
- *the inclusion of omitted recorded and reported sites*
- *clarity on the archaeological potential of affected sites*
- *An assessment of heritage values and significance using the AUP assessment criteria (RPS Section B5.2.2)*
- *the correct/proposed mitigation including the condition to prepare a HHMP nominated by the project.*

Without the provision of this required information in the HHA, then the applications are, as the HNZPT submission suggests, deferring the assessment of effects on known and potential heritage sites to the Outline Plan stage.

Specialist's assessment of the Heritage NZ submission

In regard to Heritage NZ's submission, Ms Plowman's memo states:

I agree with the HNZ submission points outlined in table 6a that pertain to the adequacy and detail of assessment provided in relation to archaeological matters. I also agree with the HNZ submission points outlined in table 6c, that a more fulsome archaeological report that fully outlines and assesses archaeological matters at the NoR stage is required.. A number of issues concerning the archaeological report were raised at the section 92 review stage and these have not been fully addressed by the addendum archaeological

⁴⁸ Waka Kotahi. March 2015, Version 1, FINAL. Historic Heritage Impact Assessment Guide for State Highway Projects Guideline 1: Transport Agency archaeological assessment report template sections 7,8,9,10,11.

report provided by the applicant and as outlined in this memo. This is discussed further in section 6 below.

I disagree that the proposed mitigation condition to prepare an HHMP duplicates HNZPTA processes (Table 6b), nor do I support the proposed revision of the draft designation conditions to prepare a HHMP as proposed by the HNZPT submission (table 6c).

As outlined in the mitigation strategies proposed for each NoR in section 4 (above), the AEE (Part B section 28 statutory assessment table section 28.1 makes the distinction between the function of the HHMP and an Archaeological Management Plan prepared for HNZPTA authority applications clear.

The rationale behind a Historic Heritage Management Plan (HHMP) is to provide the project with a coherent summary of effects on all historic heritage to ensure the successful implementation and compliance with required procedures and mitigation of effects on historic heritage. In the Heritage Units' opinion, the proposed HHMP achieves this and is complementary to any required for HNZPT Act (2014) purposes. One should not prevail over the other.

Waka Kotahi has recently prepared a Heritage Specification for Infrastructure, Delivery and Maintenance, designed to recognise and provide for the intent to protect and conserve heritage places and ensure compliance with legislation including the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT) and the Resource Management Act 1991(RMA).⁴⁹

Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.⁵⁰

The Heritage Unit strongly supports the use of these NZTA specifications (including those for an HHMP). They are industry standard-setting documents that institute a high level of management and provide a consistent National framework.

Of note, is the fact that the objective and requirements of the HHMP as outlined in condition 20 for the Supporting Growth Strategic Designations (NoR S1-4, NoR KS, NoR HS) designations have been ratified through the reporting/hearing process for the recent Drury NoRs.

⁴⁹ Waka Kotahi P45 Heritage: Heritage Specification for Infrastructure, Delivery and Maintenance Draft for Consultation 11th April 2023. This specification sets out the minimum requirements and related procedures for the management of heritage in infrastructure delivery outlining standard procedures to be followed by Waka Kotahi and their agents.

⁵⁰ Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.

In relation to HNZPT submission points in relation to the AUP Accidental Discovery Rule (E11.6.1, E12.6.1) as outlined in submissions 81,40,85,19 and 14. It is important to clarify and emphasise that the Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. The provisions of this rule will only drop away if it has been expressly provided for by a resource consent or other statutory authority. For example, for an archaeological site, if an Authority were granted under the Heritage New Zealand Pouhere Taonga Act 2014 any archaeological sites or land parcel not expressly provided for by the Authority would default to the ADR process.

In the Heritage Units opinion, reliance on the Accidental Discovery Protocol Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) is an acceptable mitigation strategy for pre-1900 archaeological sites where the risk has been assessed as low by the project archaeologist. However, I agree with the HNZPT submission on NoR S4 (29-submission point 16) that additional research is required to substantiate the HHA report recommendation that the ADR is the appropriate mitigation strategy.

Assessment

With regard to built heritage effects on the Huapai Tavern, I agree with the assessment of Mr Windwood and Ms Fox and recommend that the HHMP conditions be amended as set out above such that the Huapai Tavern is only relocated within its current extent of place.

With regard to other heritage and archaeological effects, I rely on the expertise of Ms Plowman in regard to her conclusions and recommendations within her assessment of the Local Arterial NoRs and the Heritage NZ submission. I also agree with Ms Plowman's recommended amendment to the Historic Heritage Management Plan condition, as included in the condition sets for six NW Strategic NoRs as follows:

That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series NO 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

I am of the opinion that the adverse effects on archaeology/historic heritage can be adequately avoided, remedied or mitigated through the proposed conditions, subject to the recommended amendment, being imposed for NoRs S1 – S4 HS and KS.

However, I conclude it appropriate that the requiring authority provide a response at the hearing to the following:

- the relief sought in Heritage NZ's submission;
- Ms Plowman's conclusions in the assessment, including the supporting information/statements in the body of the assessment; and

- the wording of the recommended condition.

6.2.11 Lighting Effects

The AEE did not include a specific assessment of lighting effects. However, the NW Strategic NoRs are likely to have effects associated with construction and the operation of the completed roads.

An assessment of lighting effects has been undertaken for the local arterial NoRs and it is my opinion that the assessment and recommendation in that assessment are also applicable to the NW Strategic NoRs.

The assessment undertaken is by John Mckensey and experienced lighting professional and a copy of this assessment is annexed as **Appendix 3I**.

The potential adverse effects from lighting can be on receivers (especially those in rural locations) and potentially on the native long tailed bat. In the request for additional information under section 92 of the RMA, SGA were asked if consideration of potential lighting effects to the Nationally Critically Endangered NZ long-tailed bat. In particular, ensuring sufficient separation within the designation from any lighting to bat activity locations to ensure lighting effects are managed to achieve international best practice.

SGA advised that they could do so and would address any such issues during detailed design. The lighting condition recommended for all the Local Arterial NoRs are also recommended for the Strategic NoRs as follows:

New conditions to the Ecological Management Plan for all NoRs:

(f) A bat sensitive lighting regime shall be developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.

(g) A detailed lighting design shall be prepared, consistent with the Ecological Management Plan and provided to the satisfaction of Auckland Council.

6.2.12 Social Impact

An assessment of social impacts has been prepared and this is included in section 23 of the AEE with a specialist assessment annexed to the AEE in Volume 4. The social impact assessment (**SIA**) has the stated purpose to assess the actual and potential social impacts associated with the planning (route protection phase), construction, operation and maintenance of the Strategic Assessment Package on the existing and likely future environment and recommend measures that may be implemented to

avoid, remedy and/or mitigate these impacts.⁵¹

The AEE states that the actual and potential adverse effects can be associated with the route protection phase, construction phase and operational phase for each transport corridor and these have been considered. Effects identified can either be positive or negative on the basis of whether anticipated social consequences will either enhance or detract from community values, social processes or social infrastructure.

Both positive and negative impacts were identified within the recognised social impact categories applicable to this package of projects:

- Way of life;
- Community;
- Health and wellbeing;
- Quality of the environment and amenity; and
- Fears and aspirations.

The conclusions of the SIA are that, once operational, the NW Strategic Package will have largely positive impacts for the communities they serve. Including:

- New and upgraded transport corridors to improve the connectivity and reliability of the transport network and provide additional transport choices, making it easier for people to travel to and through the North West.
- Identification of the corridors to provide certainty to the local, wider and regional communities that plans are in place to help enable planned growth and manage the traffic congestion which is currently an issue for many in the North West.

The SIA concedes that uncertainty about timing of changes have the potential for adverse social impacts for residents⁵². In response, the SIA states that the provision of project information and lapse dates proposed provide relative certainty regarding when delivery is expected. This issue is also discussed in the Lapse Date section of this assessment where I have recommended that a shorter lapse date or sequence of lapse dates could provide more certainty for affected properties. The SIA also acknowledges the potential loss of amenity or need to vacate properties along the routes vacant and associated reduction in amenity, this has the potential to increase adverse impacts on wider people's health and wellbeing.

During the construction phase the SIA considers that adverse social impacts from noise, vibration and additional traffic movements disruption including changes to normal business activity will be temporary and can be managed through stakeholder

⁵¹ SIA Page 2

⁵² AEE Page 159

engagement and appropriate disruption management measures (e.g. noise, vibration, traffic).

At the operational stage, the SIA identifies that social impacts may occur if access to community assets such as community halls and parks is made more difficult. As discussed in the Parks and Recreation assessment the impacts on parks would be managed via continued engagement between Auckland Council and Waka Kotahi to ensure continued operation.

Council Specialist Review

A review of the SIA has been undertaken by Hilary Konigkramer, Social Impact Specialist at WSP NZ Limited. Ms Konigkramer summarises the various social benefits (positive effects) and social consequences (adverse effects) for each NoR and are not repeated here. A copy of this review is annexed as **Attachment 3K**.

The review of Ms Konigkramer makes the following conclusions and recommendations:

NoR S1: – Alternative State Highway incl. Brigham Creek Interchange

Unless otherwise agreed between the Requiring Authority/Authorities and Auckland Council, prior to any works commencing within any part of Fred Taylor Park, the Requiring Authority / Authorities shall, in consultation with Auckland Council, replace the two training fields at Fred Taylor Park on an equivalent basis.

I understand that, at the time of writing, these conversations have been on going between these parties. It is recommended that SGA update the Commissioners either in evidence or at the hearing.

NoRs S3, KS, and HS (Rapid Transit Corridor and Regional Active Mode Corridor, Kumeū Rapid Transit Station and Huapai Rapid Transit Station)

Unless otherwise agreed between the Requiring Authority/Authorities and Auckland Council, prior to any works commencing within the Huapai Domain, the Requiring Authority / Authorities shall, in consultation with Auckland Council, replace the facilities at Huapai Domain on an equivalent basis. This shall include the replacement of football fields, tennis courts, clubrooms or part therefore and provision of adequate carparking.

Again, I understand that, at the time of writing, these conversations have been on going between these parties. It is recommended that SGA update the Commissioners either in evidence or at the hearing.

Assessment

Overall, Ms Konigkramer concludes that SGA has adequately assessed the effect on the environment related to social effects and supports the NW Strategic NoRs with modifications to the conditions. I agree with and rely on the assessment of Ms Konigkramer and support her conclusions and recommended changes to conditions.

On this basis, I conclude that the adverse social effects can be adequately avoided, remedied or mitigated.

6.2.13 Māori Cultural Effects

The effects of the proposed NW Strategic transport project on Māori Cultural values is relevant to consider and this has been addressed in the AEE in section 22. SGA states that they have engaged with Tangata Whenua and acknowledges that only manawhenua can speak to the impact that a project may have on their cultural values, heritage and aspirations. The methodology adopted by SGA has been to engage with manawhenua representatives and seek input on the potential effects of each transport corridor. This includes a Manawhenua Forum (for operational and kaitiaki level discussions), with specific discussion on the future network proposed by Te Tupu Ngātahi for the North West⁵³.

SGA stated that an invitation was made for CIAs to be prepared for the NW Strategic Package at the Te Tupu Ngātahi hui on the 3 March 2022. It is reported that this was attended by Ngāti Whanaunga, Te Patukirikiri, Ngai Tai Ki Tāmaki, Ngāti Paoa Trust Board (Ngāti Paoa), Ngāti Manuhiri, Ngāti Tamatera. SGA received the following responses during the hui:

- Ngāti Whanaunga - will not provide a CIA;
- Ngāti Paoa Trust Board - will not provide a CIA;
- Te Patukirikiri - will not provide a CIA; and
- Ngāti Tamatera - will not provide a CIA.

The team received one acceptance by Te Kawerau ā Maki. I note that Te Kawerau ā Maki also lodged a submission in opposition to all NW Strategic NoRs. The AEE recognises that Te Kawerau ā Maki are associated with the area surrounding both the NW Local Arterial Package and the NW Strategic Package.

Key issues identified by engagement with mana whenua are set out in section 22.3.2 of the AEE and relate to the following matters:

- Effects on streams and ecology;
- Effects on productive soils;
- Further engagement and co-ordination between projects; and
- Support for the NW Strategic project (except for the ASH).
- Opposition to the S1 – ASH (from Te Kawerau ā Maki) including the following specific issues:

⁵³ AEE Page 154

- The sensitivity of the landscape through which the ASH is located in, specifically Te Awa;
- Kumeu and productive soils of the region;
- Impact on setting of wahi tohu and cultural landscape features;
- Changes to rural character resulting from the ASH enabling urban growth is considered undesirable to Te Kawerau ā Maki;
- Earthwork impacts on whenua and removal of productive soils;
- Effects on Wai Māori from construction and operation near freshwater ways; and
- Potential for urbanisation outside the existing FUZ, as a result of the ASH.

These issues that were raised in consultation with SGA and in the CIA are also reflected in the submission received (Submission # 12 to S1- ASH).

SGA have identified a number of measures to avoid, remedy or mitigate adverse cultural effects⁵⁴ and these are summarised as follows:

- Manawhenua will be invited to participate in the development of the ULDMP (provided for via a condition) to provide input into relevant cultural landscape and design matters on each transport corridor. This includes the management of potential effects on cultural sites, landscapes and values.
- The preparation of a Historic Heritage Management Plan (HHMP)⁵⁵ and a Cultural Monitoring Plan prior to the start of construction works or enabling works.
- Consideration of construction works and potential adverse effects of sediment on streams and wetlands will be considered through the CEMP.
- Adverse effects of construction and operational use on fish, lizards, birds and bats have been considered through EMP.
- Effects and mitigation for impacts on riparian vegetation to be considered at detailed design, for those corridors that have impacts on streams. Where there is a known effect on riparian vegetation due to a crossing or culvert design, suitable space for future mitigation planting has been included in the designation footprint, however mitigation will be confirmed under future regional consents.

With regard to the opposition by Te Kawerau ā Maki from the S1 – ASH, SGA have stated that Waka Kotahi and Te Kawerau ā Maki are committed to ongoing conversations regarding these impacts and the treaty partnership. SGA have stated that this includes a discussion of any offsetting measures identified within the CIA,

⁵⁴ AEE section 22.4 Page 156

⁵⁵ It is understood that this management plan will also include matters relating to archaeology

noting these have the potential to reduce the effects stated in the CIA. As appropriate and relevant, outcomes of the discussion will be shared with Auckland Council as addressed and/or agreed.

The CIA prepared by Te Kawerau ā Maki sets out the various cultural impacts of all the NoRs including the MW Strategic NoRs. A copy of the CIA can be found here:

<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/s1-te-Kawerau-a-maki-cia.pdf>

Table 3 in section 18.0 of the CIA sets out each of the identified activities that could have effects on cultural values, the degree of significance expected and proposed mitigation and offsetting with regard to each effect.

Assessment

It is acknowledged that cultural values are a relevant and significant resource management matter, and it is recommended that SGA provide detail on the further engagement it has undertaken with Te Kawerau ā Maki and in particular the specific measures it proposes to address the cultural issues identified in the Te Kawerau ā Maki submission and its CIA.

In addition, Te Kawerau ā Maki is invited to provide further evidence on how the proposed route and consequential works have an effect on cultural values and what those values are. Te Kawerau ā Maki are also invited to provide further evidence on the mitigation measures offered by SGA, especially via the offered NoR conditions and ongoing commitments of further engagement with them.

Following the provision of this further information and evidence, Council officers are available to provide a further planning assessment on cultural effects.

6.2.14 Property and Land Use effects

Section 24 of the AEE broadly set out the effects of the NW Strategic NoRs on Property and Land Use. SGA acknowledge that the NoRs will adversely affect private properties driven by the need for the route itself and to allow for a sufficient footprint to enable the construction, operation and maintenance of the proposed transport corridors.

The specific properties affected by the proposed routes are set out in the Form 18 to each NoR.

The property and use effects will vary depending on the location within or close proximity to the routes and also in relation to the land use zoning and activities undertaken on them. For instance, the property and land use effects of S1- ASH, the southern portion of S4 – Access Road upgrade and the eastern section of S3 – RTC (south east of Kumeu and SH16) will be mostly experienced on rural land holdings whereas the effects of S2- SH16 and the urban section of S3 – RTC and S4 – Access Road will be within an urban context.

SGA propose a Stakeholder Communication and Engagement Management Plan (**SCEMP**) which has the objective to identify how the public and stakeholders (including

directly affected and adjacent owners and occupiers of land) will be engaged throughout the Construction Works. Implementation of a SCEMP would occur prior to the start of construction to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with before and during construction works. This would include the following:

- Determine adequate notice periods for the commencement of construction activities and works that affect access to properties;
- Identify appropriate communication channels to support property owners and occupiers to understand and plan around works, (such as a project website). The selected communication channels will include;
- Inform parties of the expected timing, duration and staging of works; and
- Type and nature of effects to be anticipated and regular updating of progress.

SGA also state that (at the detailed design stage) engagement will be undertaken with affected owners on the approach to be taken by Waka Kotahi and AT to both temporary and permanent land affected by the NoRs (including any leasing or acquisition processes, as covered under the Public Works Act 1981). SGA states that those properties that are fully designated and required permanently would be purchased and vacated prior to construction. For partially acquired properties SGA propose that management plans would be implemented to manage adverse amenity effects.

A number of these effects have already been discussed in the other sections of this report including effects on property access, existing on-street and off-street car parking, commercial uncertainty and commercial viability. A number of these submissions seek further clarification about how the NoR will impact a number of affected properties and a number of submitters seek specific justification for why the route is located on individual properties. With regard to these submissions, it is requested that SGA provide further clarification at the hearing on these matters as there is little specific assessment in the AEE regarding the specific placement or justification of the route on individual properties.

In relation to submissions requesting to decline the NoRs, I am of the opinion that SGA has adequately demonstrated the need for the NW Strategic Project. This is outlined generally in section 8 of the AEE. In relation to compensation requests, I note that this is a matter for SGA to address during the detailed design of the NoRs, in accordance with processes under the Public Works Act 1981.

In relation to submissions on consultation and engagement on the Project, I note that the condition requiring a SCEMP is to be prepared prior to Project works commencing. I consider this goes some way to mitigating the effects on affected landowners and occupiers, as it provides for “engagement” with the parties as well as communication. This implies a degree of consultation will be undertaken and that SGA will have an open mind to addressing and if necessary, mitigating the concerns of affected landowners.

I therefore support the use of the SCEMP as a method to address the direct concerns of affected landowners.

Another property related effect is the potential for property blight that could occur, especially in light of the 20 year lapse period proposed. With regard to the effect of a 20 year lapse period on businesses along SH16 (and immediately adjacent roads) and for Access Road, SGA acknowledge uncertainty about the acquisition process and the future of their communities has potential for adverse social impacts on private residential owners. There is potential that residential owners experience stress and difficulty in planning ahead if there is a lack of information on the process for property acquisition and construction timeframes.

In response to these matters SGA states that:

In the absence of a specific construction commencement date, and other precise information regarding construction duration within any specific area, the most workable method for managing any outstanding uncertainty of the project commencement is ongoing and effective communication.

Assessment

For similar reasons expressed above, in my view, while it is appropriate for SGA to identify the need for further communication, having had regard to the numerous submissions on this matter, it is my view that engagement with affected landowners with options for mitigation is also required. In my opinion, while “ongoing and effective communication” is an important component it does not, on its own, constitute engagement that could result in effective mitigation. This issue has been addressed in section 6.2.1 above, and SGA has been requested to provide further evidence on the effect of the extended lapse period on individual land owners. I have recommended that either a staged sequencing of the Strategic NoRs (with S1 being the preferred priority NoR to be established) and/or consideration of a shorter period of 10 years.

6.2.15 Infrastructure/Institutional Effects

The proposed NW Strategic NoRs have interactions with and potential impact on the operation of existing, proposed or future infrastructure and a number of these providers have submitted on each NoR. The proposed NoRs will have potential effects on public institutions such as schools located nearby for influenced by the route and proposed works.

Watercare Services Limited

Watercare Services Limited (**Watercare**) lodged identical submissions to all the NoRs. Watercare takes a neutral stance with regard to these NoRs and recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure whether they 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.

Watercare seeks ongoing and active collaboration and consultation with Waka Kotahi and AT to commence before the detailed design stage so that their own plans for water infrastructure are aligned with the implementation of the NoRs.

Watercare seeks 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. The submission states that this may include the provision of an "Infrastructure Integration Plan" as part of the suite of conditions to apply to all the NoRs. While the wording of such a condition has not been provided the submission states that the condition could include:

... details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.

In the AEE, SGA state that it has engaged with network utility operators (including Watercare) to "*Integrate and collaborate with other network providers to achieve strategic co-benefits where practicable and / or not preclude future network plans.*"⁵⁶

Section 17 of the AEE relates to network utilities and it states that it intends to abide by established protocols for works within the existing road reserve controlled under the Utilities Access Act 2010 and associated National Code of Practice for Utility Operators' Access to Transport Corridors (**Code of Practice**). In that regard SGA considers that this protocol would be sufficient to address any effects of the implementation of the NoRs on network utilities such as those provided and managed by Watercare.

In my view, there appears to be commitment from SGA to engage with Watercare (and others) to ensure suitable collaboration and co-ordination of infrastructure. However, the relief sought by Watercare could provide an appropriate management structure with defined actions, roles and outcomes relating to effects of the NoRs on existing and planned infrastructure. Accordingly I recommend that SGA consider the inclusion of an Infrastructure Implementation Management Plan to guide the engagement and ongoing co-operation with infrastructure providers potential affected by the NoRs. Such a management plan should also include other providers such as telecommunications providers and Kiwi Rail (also discussed further below).

⁵⁶ AEE Page 96

Kiwi Rail

S1 - ASH

Kiwi Rail lodged submissions to S1 – ASH (as a separate submission), S2 – SH16, S3 – RTC, HS – Huapai RTS and KS – Kumeu RTC (as a combined submission). Kiwi Rail states that it takes a neutral stance to the NoRs. With regard to S1 – ASH Kiwi Rail wishes to retain as much of the existing footprint of the NAL to future proof the line for the expansion of railway services and acknowledges that its approval is required under section 177 (and that SGA have recognised this also).

Kiwi Rail states that it supports the following conditions as set out in the S1 Form 18:

- Conditions 4 (Designation Review);
- Condition 14 (Construction Environmental Management Plan (CEMP));
- Condition 15 (Stakeholder Communication and Engagement Management Plan (SCEMP)); and
- Condition 18 Construction Traffic Management Plan (CTMP).

All other NoRs

With regard to these NoRs, Kiwi Rail states that various elements of these NoRs will involve earthworks and other works that will require the permanent use of Kiwi Rail corridor land at ground level or of areas above the existing NAL (e.g bridges) and temporary occupation of the operational corridor. Kiwi Rail want to ensure that careful physical works design is undertaken to preserve the railway corridor through what Kiwi Rail considers to be an already-constrained area. KiwiRail state that it is eager to retain the existing footprint of the NAL to future proof the line for its own plans for the expansion of railway services. KiwiRail is also keen to ensure that the potential for passenger rail is not precluded. Kiwi Rail supports the commitment to engage with it during the design and implementation process and endorses the conditions listed above.

Spark NZ and other telecommunication providers

Spark

Spark's individual submission is on all the NoRs and relates to the Southern Cross International Cable Network (regarded as nationally significant infrastructure) that will be affected by several NoRs. The submissions state that Spark has no position on the overall North-West Auckland package of transport projects but seeks to ensure that their existing cable infrastructure in the project corridors is adequately addressed.

Spark refer specifically to part of the S1 corridor at the BCI which appears to encroach slightly within a "cable station" which is part of a Spark designation. However, it seeks that conditions be placed on each NoR relating to the Southern Cross Cable and follows:

- XX: *The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.*
- XX: *The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times*
- XX: *The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.*
- XX: *Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.*
- XX: *The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.*

In my view, the inclusion of a condition like this has merit although I would recommend some changes for clarity and consistency as follows:

Southern Cross International Cable

- XX: *The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.*
- XX: *The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.*
- XX: *The contactor(s) undertaking the works shall must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.*
- XX: *Spark shall must be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.*
- XX: *The project design will ~~aim~~ endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark ~~man~~ maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall must notify Spark and liaise with Spark to arrive at agree on an acceptable alternative design solution.*

Telecommunications Submitters

A submission on all NW Strategic NoRs was received by a group of telecommunications providers comprising:

- Aotearoa Towers Group (ATG)
- Chorus New Zealand Limited (Chorus)
- Connexa Limited (Connexa)
- One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
- Spark New Zealand Trading Limited (Spark)
- Two Degrees Mobile Limited (2degrees)

This group is known as the “telecommunication submitters” and their submission relates to all the NoRs. The telecommunications submitters take a neutral position on the NoRs projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. This submission recognises the Spark submission, to ensure the protection of the existing Southern Cross International cable system which is located within or adjacent the road reserves of NoRs S1 - ASH and S3 - RTC.

This submission refers to protecting the Southern Cross cable but also other components of the telecommunications networks including copper and fibre cables, and mobile phone roadside cabinets and other equipment.

The telecommunications submitters seek a condition that is similar the one adopted for the East-West Link Warkworth to Wellsford NoR projects. The submission notes that reference is made to the need for a Network Utility Management Plan (**NUMP**) in the Outline Plan condition (Condition 7 for S1- ASH) but seek that this requirement be elevated to a requirement of the NoR on the basis that engagement should be occurring ahead of the Outline Plan stage of works. This would involve the preparation of a NUMP and they have suggested the following wording for a condition:

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).*
- (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 in relation to its assets have been addressed.*
- (f) *Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (g) *Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.*

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).

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.

As stated above, SGA has agreed to prepare a NUMP as part of the Outline Plan stage to mostly address the construction effects of the transport corridor when it is implemented. However, the telecommunications submitters are of the view that engagement and planning should be occurring at an earlier stage to better integrate with the design and implementation of the corridor with their network operations. It should be noted that it is expected that planned urbanisation of a number of areas

adjacent to the transport corridor would also be occurring and this would involve the implementation of significant telecommunications infrastructure. This suggests that co-ordination between communications infrastructure providers and the Requiring Authority should be occurring prior to the Outline Plan process. In that regard, there is merit to include the need for NUMP at an earlier stage. On that basis, it is my view that the recommended NUMP conditions be included in the NoRs.

The wording has been amended slightly for clarity and certainty and the final wording in the Advice Note has been changed to a condition as it is worded as such.

Network Utility Management Plan (NUMP)

- (a) *A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works. ~~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).*
- (d) *The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.*
- (e) *The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.*
- (f) *Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*

- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

~~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.~~

Ministry of Education

The Ministry of Education is “strongly supportive” of the NW Strategic NoRs and in particular the commitment to separated active modes in the vicinity of its schools. The submissions states:

The Ministry strongly supports the provision of separated walking and cycle lanes that will provide safe access to the current and future wider school network. The Ministry also supports the establishment of a rapid bus transit corridor to encourage the uptake of public transportation. Separated bus lanes and cycleways are more likely to encourage the uptake of active and public modes and improve the safety and efficiency of students and staff commuting to school. Encouraging mode shift will provide significant health benefits for students and staff and ultimately reduce traffic generation at pick-up and drop-off times. Schools should be well serviced by safe and accessible pedestrian and cycling links as well as public transportation facilities, and it is considered that the proposed upgrades will provide adequate cycling and walking infrastructure to Huapai District School and Natua Ngaru School.

However, the MOE has raised matters relating to construction traffic and safety around schools in relation to the S2 – SH16 and S3 - RTC NoRs. This matter is related to the

potential high number of truck movements that could pose a threat to students walking/cycling to school or students getting out of cars at peak pick-up and drop-off times. In particular, the MOE refers to the expected works in the vicinity of the Matua Ngaru School where the NoR Plans show a Construction Laydown area directly adjoining the northern boundary of the school.

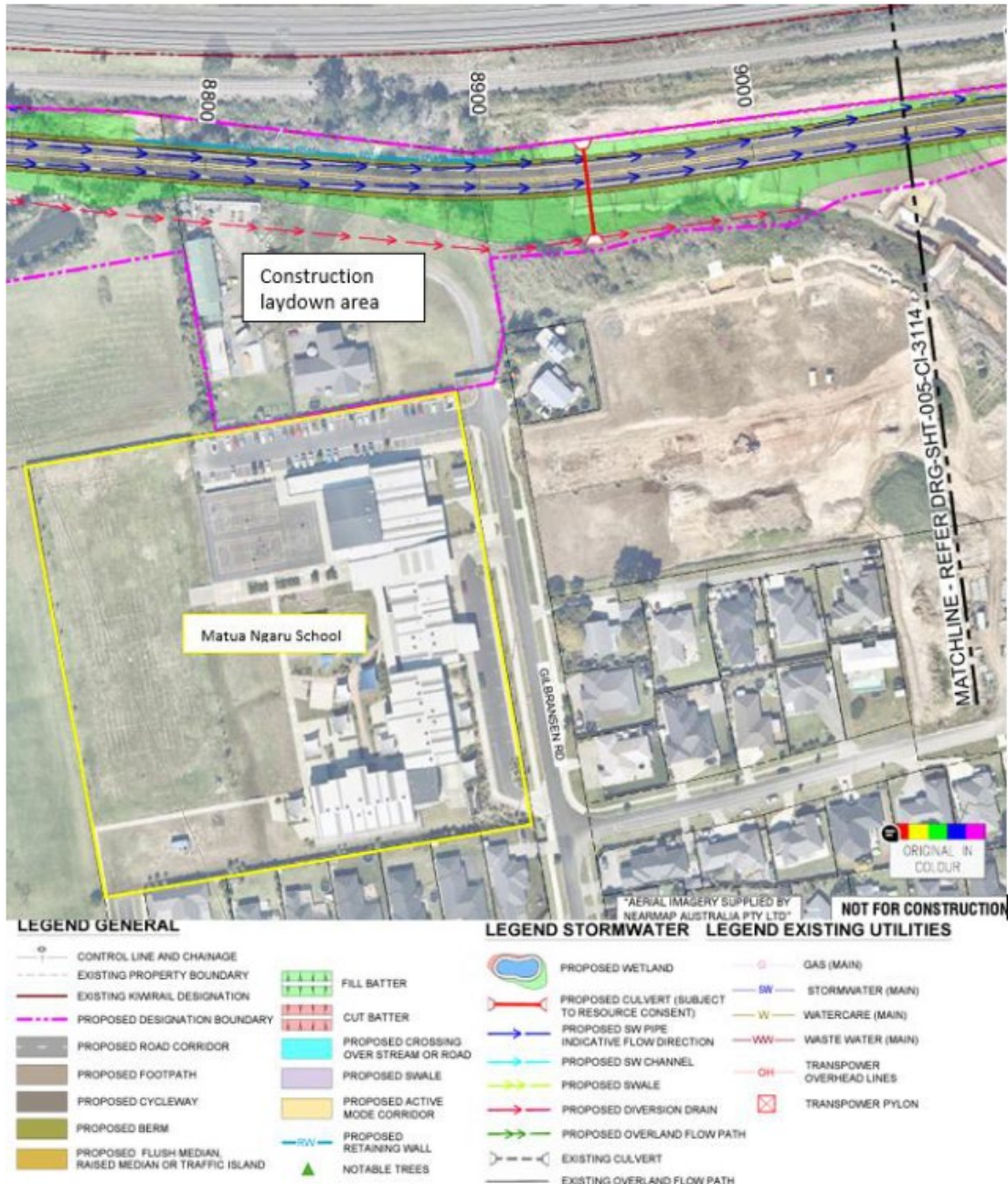


Figure 25: Location of construction laydown area in relation to Matua Ngaru School – (From Ministry of Education Submission #20 to S3 – RTC)

While the MOE supports the establishment of a Construction Traffic Management Plan and the Construction Noise and Vibration Management Plan it submits that the proposed CTMP condition does not specifically outline how all heavy construction vehicles must avoid the two schools (and any new schools that establish in the area before construction commences) during pick-up and drop-off times to maintain a safe environment for students to walk and cycle to school. The MOE also request that truck

drivers are briefed on maintaining safe speeds around schools. The relief sought is through amendments to the CTMP condition with the wording dependent on which school will be affected by the NoR.

The MOE supports the establishment of a Stakeholder Communication and Engagement Management Plan (SCEMP) as a proposed condition. However, the Ministry is concerned that the condition implies that there will be “communication” rather than “consultation” or “engagement” with directly affected and adjacent landowners. The Ministry considers that Matua Ngaru School and Huapai District School is a key stakeholder in this project and specific engagement is required to manage construction effects on the school. This matter is also discussed in greater detail in the Property and Land Use effects section above.

Specific relief sought by the MOE in relation to the SCEMP to include a specific reference for NoRs S2 – SH16 and S3 – RTC as follows:

Methods for engaging with Matua Ngaru School and Huapai District School. The Schools must be contacted ten working days prior to the start of any construction within 100m of the school boundary.

With regard to the CTMP the MOE seeks the following amendments:

A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.

(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...

(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion

a. How heavy vehicles will avoid travelling past the schools listed in the table below during school before-school and after-school travel times during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school’s peak before-school and after-school travel times. 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 engaged with and added to the table below. Heavy vehicle movements must avoid these new schools at their peak before-school and after-school travel times.

School	Address	Restricted roads	Restricted time
Matua Ngaru School	47 Gilbransen Road, Kumeū 0891	Gilbransen Road and VanRixel Drive	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
Huapai District School	40 Station Road, Kumeū	Station Road.	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>

- b. *Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.*
- c. *Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.*

I support the inclusion of these conditions for the S2 – SH 16 and S3 – RTC Nors.

6.2.16 Effects on Prime and Highly Productive Land

The proposed routes S1 – ASH, part of S2 – RTC and part of S4 – Access Road pass through land that is classed LUC 1, 2 or 3. In the National Policy Statement – Highly Productive Land (**NPS-HPL**) which was approved by the Minister for the Environment on 12 September and came into effect on 17 October 2022. The AEE does not include an assessment of the proposal under this NPS.

The NPS-HPL has a broad objective which is:

Objective:

Highly productive land is protected for use in land-based primary production, both now and for future generations.⁵⁷

The definition of “highly productive land” I as follows:

highly productive land means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement

⁵⁷ NPS-HPL section 2.1

*and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land).*⁵⁸

As no mapping of highly productive land has occurred as yet the definition falls under section 3.5(7) which states:

(7) Until a regional policy statement containing maps of highly productive land in the region is operative, each relevant territorial authority and consent authority must apply this National Policy Statement as if references to highly productive land were references to land that, at the commencement date:

- (a) is*
 - (i) zoned general rural or rural production; and*
 - (ii) LUC 1, 2, or 3 land; but*
- (b) is not:*
 - (i) identified for future urban development; or*
 - (ii) subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.*

For the purposes of the NoR project the route traverses land zoned FUZ, Rural Countryside living, Rural – Rural Production Zone and Rural – Mixed Rural and these routes are set out below.

⁵⁸ NPS-HPL section 1.3

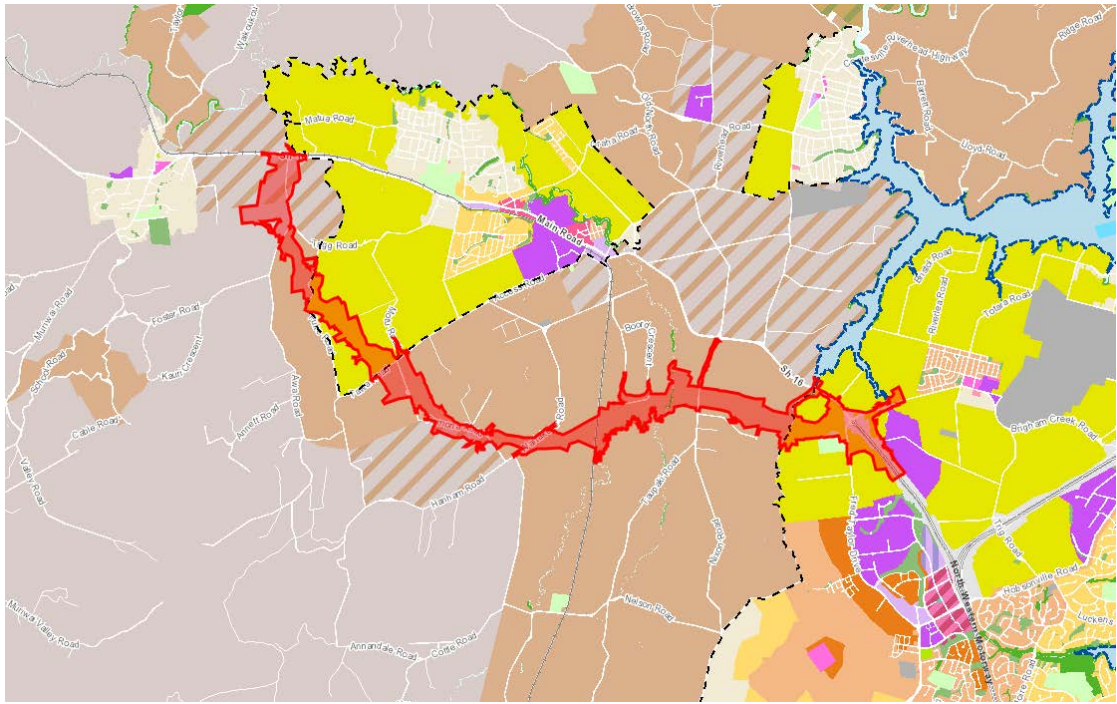


Figure 26: S1 – ASH through land zoned Rural – Countryside, Rural – Mixed Rural, Rural Production Zone and FUZ

Future Urban Zone Rural - Mixed Rural Zone Rural - Countryside Living Zone

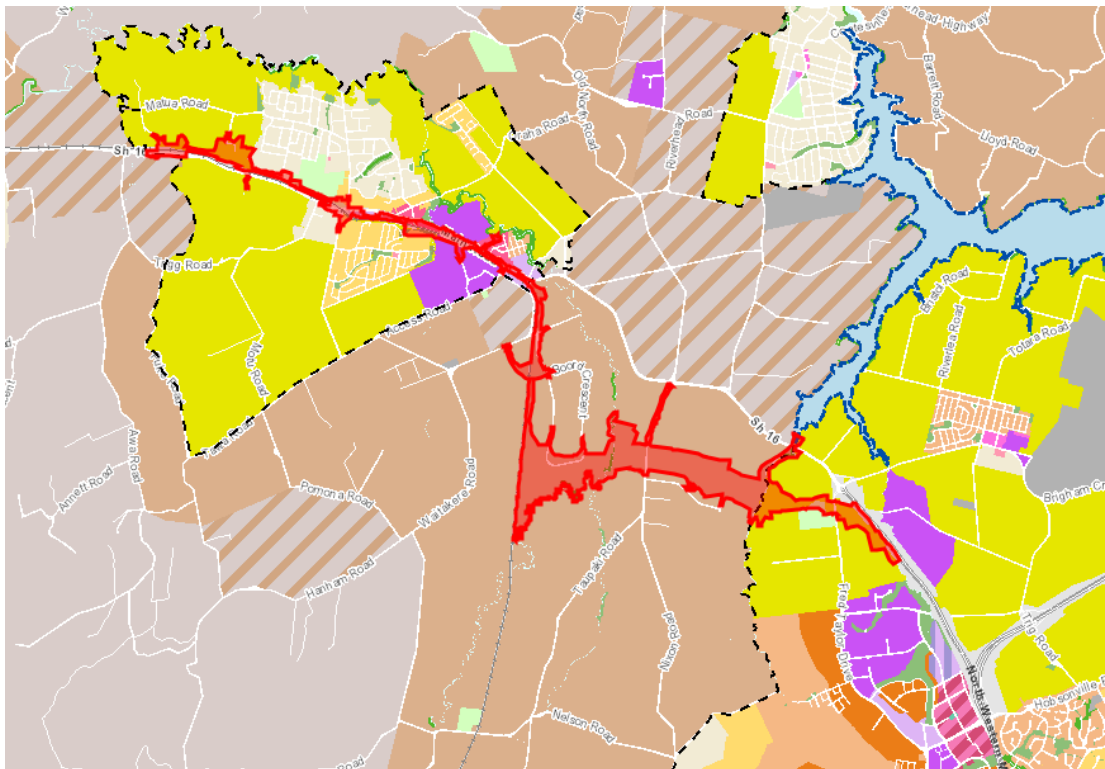


Figure 27: S3 – RTC through land zoned Rural – Countryside Living, and FUZ

Future Urban Zone Rural - Countryside Living Zone

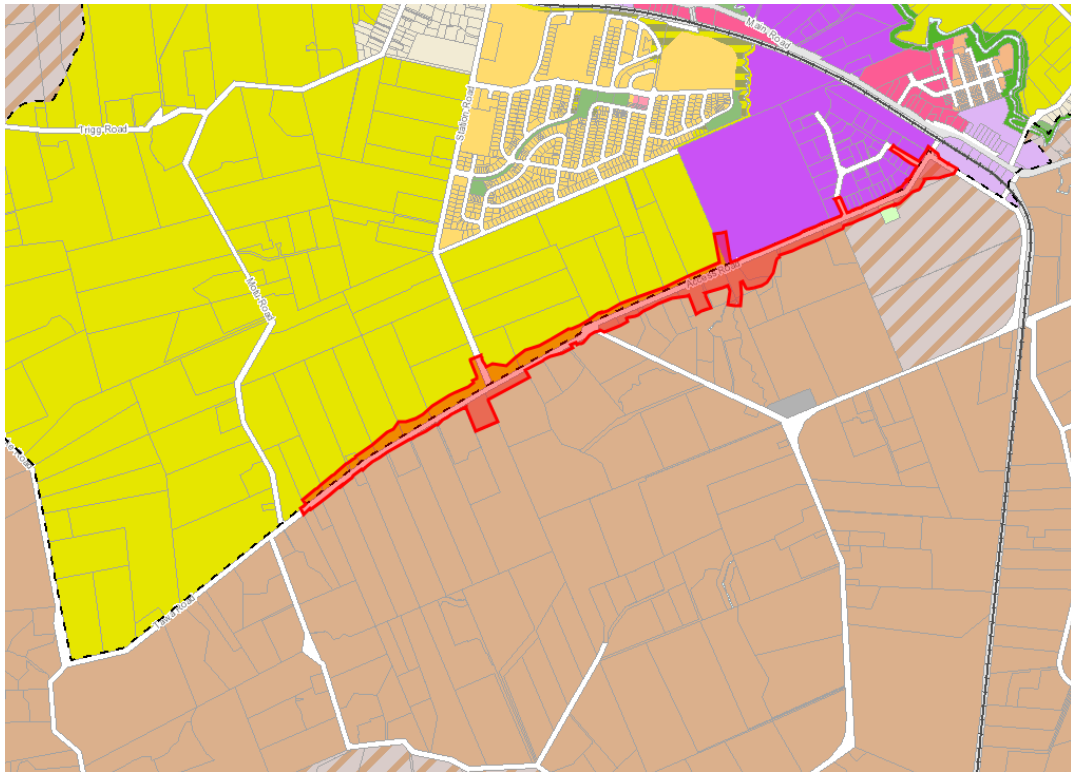


Figure 28: S4 - Access Road through land zoned Rural – Countryside Living Zone and FUZ

Future Urban Zone Rural - Countryside Living Zone

In addition to this notation the AUP have soil classification that relate to LUC Class 1(Prime Soil) and LUC Class 2 (Prime Soil).

A soil classification map showing the LUC Class 1, 2 and 3 soils with the routes for S1 – ASH and S3 – RTC are set out below:

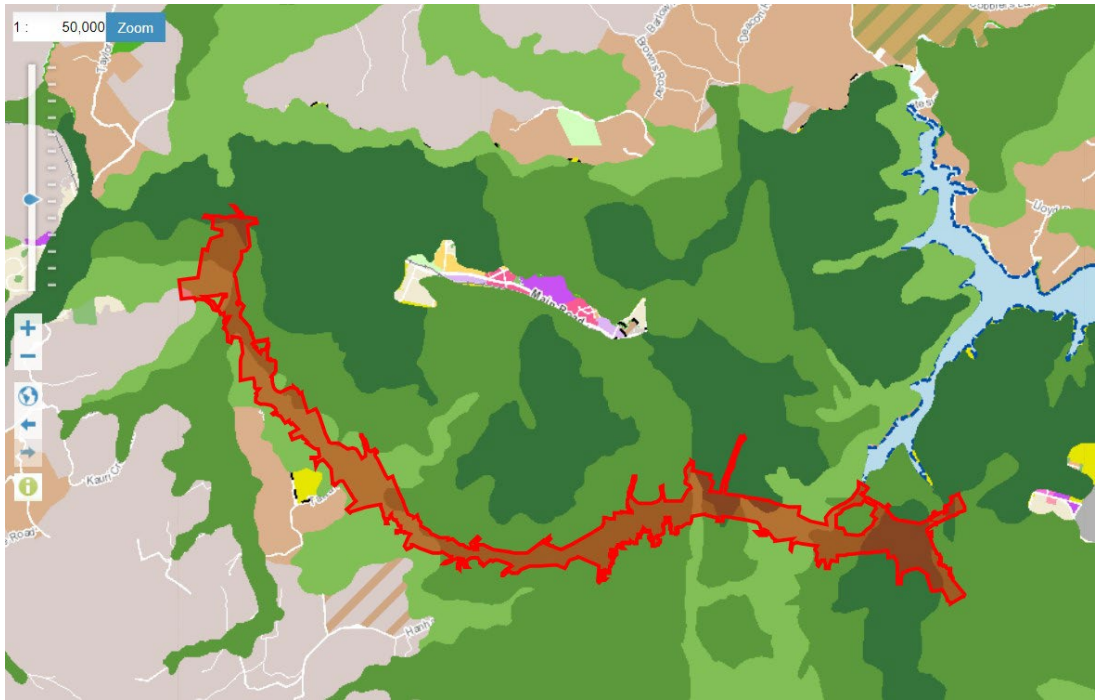


Figure 29: LUC Class 1, 2 and 3 within S1 – ASH route

NZLRI Land Use Capability (LUC) - FARM LUC 1-3

- 1 - Arable, negligible limitations to productive use ■
- 2 - Arable, slight limitations to horticulture ■
- 3 - Arable, moderate limitations ■

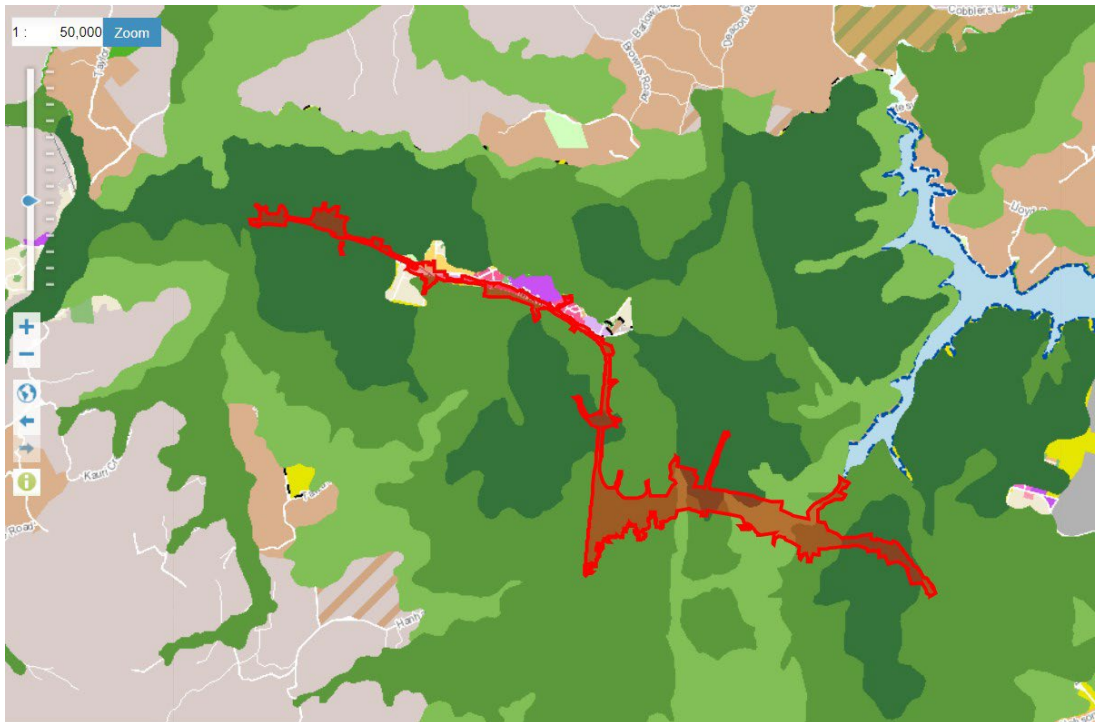


Figure 30: LUC Soil Class 1, 2, and 3 within S3 - RTC



Figure 31: LUC Soil Class 1, 2, and 3 within S4 – Access Road

As shown in the mapping above all three strategic routes affect land with LUC soils Classes 1-3

The AEE acknowledges and addresses the Prime and Elite soils (AUP) in section 10.1.5 and acknowledges the NPS-HPL which endeavours to protect soils Classes 1-3 in section 28 and Table 28-1.

Submissions

The only submission that referred to loss of productive land is the submission from Te Kawerau ā Maki in relation to the S1 – ASH NoR. This submission refers to the removal of productive soils from earthworks associated with the establishment of the route.

Assessment

With regard to Elite and Prime soils the AEE states that soils are natural capital assets and a non-renewable resource, under the AUP the key objective of the Rural Zones are that 'Elite' soils are protected and 'Prime' soils are managed for their production potential, avoiding fragmentation of productive land with rural lifestyle development. Elite land considered is the best for horticultural production such as vegetables and fruit products with Prime land being suitable for horticulture and pastoral farming.

NoR routes on land in the FUZ

The effects of the routes on land zoned FUZ can be avoided, remedied or mitigated as that land has been identified for urban zoning and development through the plan

making process for the AUP. In that regard, the loss of that productive soil in return for urban development has been settled during that process.

NoR routes on land in the Rural - Countryside Living Zone

For the land zoned Rural - Countryside Living I note that the primary purpose of that zone is set out in H19.7.1 Zone Description as:

This zone provides for rural lifestyle living in identified areas of rural land which are generally closer to urban Auckland or rural and coastal towns. There is a diversity of topography, land quality and landscape character within the zone which results in a diversity of site sizes. The zone is the receiver area for transferable rural site subdivision from other zones.

This zone incorporates a range of rural lifestyle developments, characterised as lowdensity rural lifestyle dwellings on rural land. These rural lifestyle sites include scattered rural dwellings sites, farmlets and horticultural sites, bush dwelling sites and papakāinga.

While this zone recognises historical horticultural activities and does contain land with LUC class Soils 1-3, it is my view that its primary purpose is for “lifestyle living” and not the production of food. I also note that the Rural – Countryside living zone is the only zone that promotes “lifestyle living” and takes advantage of the transferable title method to enable sites created in rural production zones to be transferred to the Rural – Countryside Living Zone and allows an increase the density of development accordingly. Therefore, I am of the view that adverse effects associated with the loss of productive soils within parts of the routes that are zoned Rural – Countryside Living Zone will be avoided, remedied or mitigated.

Rural – Mixed Rural Zone and Rural – Rural Production Zone

With regard land within the Rural – Mixed Rural Zone I acknowledge that this zone has a primary purpose of agricultural production. The zone description in section H19.4.1 of the AUP states:

The purpose of the Rural – Mixed Rural Zone is to provide for rural production, generally on smaller rural sites and non-residential activities of a scale compatible with smaller site sizes.

These areas often have a history of horticulture, viticulture, intensive farming and equine-related activities. These activities have in turn supported the establishment of produce sales or retail services such as cafés, restaurants, tourist and visitor-related facilities.

Sites in this zone provide flexibility to accommodate a range of rural production activities and associated non-residential activities while still ensuring good amenity levels for residents who use their land for rural lifestyle purposes.

The Zone description in H19.3.1 states:

The purpose of the Rural – Rural Production Zone is to provide for the use and development of land for rural production activities and rural industries and services, while maintaining rural character and amenity values.

The zone’s physical, climatic and production characteristics vary across the region, including rolling to steep hill country and flat to rolling lowlands with highly productive soils close to the metropolitan area

There will be some loss of the productive soils in the northern section of the S1 – ASH route within these zones (although I acknowledge that on a small section of the route effects Rural – Rural Production Zone land). However, in the context of the overall route for S1 – ASH and its strategic importance within all the NoRs (both Strategic and Arterial), I am of the view that loss of productive land is not significant. I note also some parts of the route used for staging or access could be returned to productive uses once the project is complete. In that regard SGA may wish to comment further on any commitment to minimise the loss productive land, or restore land to productive use upon completion.

6.2.17 Economic Effects

The AEE has not provided a specific assessment of economic effect of the NoRs although the AEE does refer to economic effects in a number of sections within the AEE. Council has engaged Derek Foy of Formative to undertake an economic assessment of all the 19 NoRs including the NW Strategic NoRs. A copy Mr Foy’s review is annexed as **Appendix 3L**. He has identified a number of positive effects that have also been stated in the AEE and these are:

- New transport infrastructure will be required to enable planned urban growth in Kumeū-Huapai, Whenuapai, and Redhills.
- New infrastructure needs to be planned for now, and its location and function needs to be public so as to allow current and future residents, businesses and other affected parties to have some certainty about what is planned, and where.
- The designations would provide appropriate certainty about those matters for residents and businesses, in relation to which properties will be affected, and the location and path of new infrastructure.
- The designations would support Council planning for urban growth.
- From the information provided in the NoRs, the traffic infrastructure planned will improve certainty of travel times, provide for active modes, and reduce the likely of death and serious injuries. All of those matters will yield positive economic effects, as identified in the NoRs.

Mr Foy add two additional positive benefits being:

- Economic activity that will be generated by the planning and construction of the proposed transport infrastructure.

- Some of the planned infrastructure, particularly the Kumeū and Huapai RTS stations (NoRs KS and HS), might induce higher density development to occur around them, potentially increasing nearby land values and business viability once development is complete.

Mr Foy has also reviewed the negative economic effects which are focussed on communication and engagement to inform effects persons of the effects (mostly construction) as they arise. The topics discussed by Mr Foy related to negative effects are:

Timing uncertainty (all NoRs)

This effect has been discussed also in the Lapse Period and Property and Land Use effects section of this report. Mr Foy states that engagement with affected business owners should occur closer to the implementation period as the lapse period (even if shortened as recommended) will likely involve business and tenancy turnover during this period. He adds that specific engagement would be more effective once detailed designs have been completed or at least commenced.

In Mr Foy's opinion the uncertainty may result in more than minor effects on some landowners, because their ability to use their property in the same way they have done, and ability to sell or redevelop their property may be changed or removed as a result of the designations. He adds that a restriction of private property rights is highly likely to incur some change in property value, and depending on the extent of restrictions on each property, that change could be significant.

Mr Foy shares my concern over the 20 year lapse period and adds that there has been no assessment of the potential economic effects of the uncertainty of the timing of construction works on property owners. He adds:

While it is not necessary to predict how and where effects might occur, it will be important to monitor any material changes in property condition that arise, and manage those effects appropriately. For example, if there is significant planning blight that is adversely affecting the amenity of commercial areas, and the role that a centre plays for its community, it may be necessary to implement some measures to mitigate that blight and avoid community disenfranchisement.

The AEEs recognise the potential for blight to occur, but do not propose any specific mitigation or management measures should blight be identified. In my opinion they should propose management measures, and have a process to monitor the quality of particular urban environments, especially commercial areas. Planning blight is unlikely to have significant economic effects when it applies to individual, privately owned buildings or in rural areas, but will be more of a problem when enjoyment of or access to public space and commercial activities becomes compromised.

I am not aware of any mechanism to mitigate any reduction in property values that might arise as a result of properties becoming subject to designation(s).

The AEEs have not assessed the potential magnitude of any such reductions, or even identified the potential for such effects to occur.

Changed travel patterns and travel time disruption (S2, S3, S4, HS and KS NoRs)

Mr Foy notes that travel patterns throughout the north-west area, beyond the NoR boundaries, will potentially change as a result of the new transport infrastructure enabled by the NoRs. For non-business activities, Mr Foy states that travel during the construction phase will give rise to some potential costs and benefits at different phases of the projects, as households at first incur greater travel times as a result of construction works disruption, but then come to derive savings in travel time as the result of a more efficient travel network once works are completed.

Negative effects are likely to occur during the construction phase, with expected improvements post construction, so the effects are likely to be of limited duration, as noted in the AEEs.

He acknowledges that the mitigation measures proposed to deal with this are the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) that are intended to minimise disruption, and manage its effects where possible, although no specifics have yet been presented.

Business Interruption (S2, S3, S4, HS, KS NoRs)

While adverse effects on business have been identified in the AEE, Mr Foy states where those effects may be significant (such as the effects on business from S2 -SH16 Upgrade and S3 – RTC). Mr Foy also recognises there may be adverse business effects in the FUZ as these areas are yet to be rezoned or developed.

The recommended measures to address potential business effects are focussed on communication with potentially affected parties, and future use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) to manage and mitigate effects on businesses. In Mr Foy's opinion adverse effects on businesses could be significant in some locations, (especially business with frontage to SH16) with reduced visibility and access, combined with a construction environment nearby resulting in a range of disincentives to continue shopping in centres subject to construction works. He accepts that those adverse effects would only exist during and soon after the construction phase, however during that phase it is possible that the viability of some individual businesses could be threatened.

Farming Operations (S1, S2, S3, S4 NoRs)

Mr Foy acknowledges that the AEE identifies the potential for adverse effects on rural production and farms arising from construction activities. These effects are also proposed to be managed and mitigated by the use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP), as for effects on other businesses. He notes that provision is made for reintegration of rural (and other) land where property features (such as driveways, parking, fences, gardens and yards) are damaged, with reintegration to be discussed with landowners and to follow provisions under the Public Work Act.

Mr Foy also notes that the NoRs do not explicitly recognise the potential for farming operations to be adversely affected as a result of land fragmentation and severance, or reduced productive areas that occur as a result of land being acquired either for transport infrastructure or associated mitigation works (such as ecological areas).

Submissions

Mr Foy has identified a range of issues raised in submissions including:

- Effects on businesses/ development potential
- Uncertainty and length of lapse period
- Planning blight
- Access and loss of parking
- Compensation
- Property value

He agrees with relevance of the matters raised by submitters and has commented on these in his assessment of economics effects. He recommends the following responses:

- Landowners should be made aware of their rights under the Public Works Act if their land is to be acquired. SGA should consider other remedies for land outside the designation area but close to proposed infrastructure which have negatively affected.
- For neighbouring or nearby properties that are not subject to an acquisition, but to which access has materially changed, with adverse effects on business operation and profitability, it may be appropriate to provide some compensation or to offer mitigation. Response could include compensation for reduced sales, improved signage and wayfinding to attract customers, and other temporary environmental improvements (new parking areas, temporary landscaping and public art) to attempt to offset access difficulties and provide some separation from the construction environment.

Mr Foy also recommends the incorporation of the following matters raised in submissions be incorporated into the SCEMP for each NoR:

- Adverse effects on farming operations and farm viability as a result of severance and reductions in farm area.
- Interruption to business operations during the construction phase, including for businesses located on properties outside the designation area for which access might be impacted by construction works (either for customer or freight). The NoRs focus on business operations on properties that are at least partly within the designation area.

- Interruption to business operations and accessibility in the post-construction phase, such as due to a reduction in car parking. Retention of sufficient and well located car parking is identified as a matter of concern in submissions, particularly in relation to NoR S2 SH16 Main Road, but is not a matter identified in the AEEs. It is unclear whether there is any intent for SGA to mitigate the loss of parking spaces during both the construction and post construction phases.
- Effects arising from a reduced ability to use property in the future, such as where subdivision becomes precluded as a result of reduced property size or access.
- Compensation. Many submitters questioned whether compensation would be available for various types of effects, and it would be helpful for the SCEMP to include some explicit mention of what effects compensation might be available for. For example, whether any compensation will be available for reduced property value arising from either limitations imposed by the designation (i.e. reduced development rights during the lapse period), or future proximity to new transport infrastructure. Compensation for reduced ability to tenant premises is also of interest to some submitters.

Subject to these recommendations, I agree with Mr Foy's conclusion that:

The NoRs aim to provide good, and improved access within the North West, and between the North West and other parts of Auckland, including related to accessing employment opportunities and businesses selling goods and services, which is a core part of community wellbeing and a concern identified in the AUP.⁵⁹ In my opinion the NoRs would achieve that aim, and provide much improved access between new and existing residential and business areas, supporting economic wellbeing and providing efficient access to businesses.

Assessment

The economic effects have been considered by Mr Foy and I agree with his analysis and conclusions and recommendation for further evidence and assessment for SGA. I note that a number of the matters addressed in the economics assessment also relate to other components assessed in this report such as the lapse date assessment, property and land use assessment and elements of the transportation and urban design assessments. On my view, the assessment by Mr Foy reinforces the conclusion on those assessments and on that basis I conclude that adverse economic effects can be adequately avoided remedied or mitigated subject to the conditions offered by SGA and further assessment as discussed above.

⁵⁹ As discussed in the Strategic AEE table 28-1, and Local AEE table 29-1, under "Business zones"

6.2.18 Effects conclusion

Overall, I consider that the actual and potential adverse effects of the NoRs have been adequately described, albeit that there are specifics where further information, clarification or justification for a number of route options and/or implementation methods are required prior to a decision being made. That said, based on the Council specialist assessments received and subject to additional or amended conditions (which in the round impose additional mechanisms for the management of effects and the provision of further mitigation or management), I conclude that the adverse effects of the NW Strategic NoRs on the environment can be adequately avoided, remedied, managed or managed to a minor and acceptable degree, subject to recommended changes.

7 Assessment against section 171 and Part 2 RMA

7.1 National policy statements

Section 171(1)(a)(ii) requires the council to, subject to Part 2, consider the effects on the environment of allowing the notice of requirement, having particular regard to any relevant provisions of a national policy statement.

7.1.1 National Policy Statement on Urban Development 2020 (NPSUD)

The NPS-UD has the primary objective of ensuring that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future⁶⁰. This also includes, among other things, improving housing affordability by supporting competitive land and development markets and ensuring that urban environments are integrated with infrastructure planning and funding decisions.⁶¹ The NPS-UD also requires that local authorities must be satisfied that additional infrastructure to service the development capacity is provided and that it is likely to be available, in addition to being resilient to the current and future effects of climate change.⁶²

I note that the NPS-UD defines “nationally significant infrastructure” and this definition includes “State Highways”⁶³. Accordingly, the Strategic NoRs are considered to be nationally significant infrastructure under this NPS. I would also include S4 in that grouping as, while it is technically

⁶⁰ NPS-UP Objective 1

⁶¹ Ibid Objective 6

⁶² NPS-UD Section 2.2 Page 10

⁶³ NPS-UD Section 1.4 - Page 7

an AT designation, it is grouped with the Waka Kotahi NoRs and performs a necessary link between the S2 – SH16 Nor and the S1 – ASH NoR.

SGA have assessed the Project against the relevant provisions of the NPS-UD in Section 28.1 of the AEE. In summary, the SGA find that the Project will give effect to the NPS-UD because:

- The NPS-UD recognises the benefits of urban development where it contributes to people’s social, economic, cultural and environmental wellbeing. Of particular relevance to the NW Strategic Package is that this benefit includes where good accessibility is provided for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.
- The Package will ensure that land is protected to contribute to the accessible, high quality, effective, efficient and safe transport routes (including public and active transport modes) that support the movement of people, goods and services for the future urban areas in the North West.
- A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the North West network. Flood modelling undertaken for the NW Strategic Package assessed the existing terrain and proposed network terrain – both using Maximum Probable Development analysis with 10 and 100 year average recurrence interval plus climate change rainfall considerations.
- The NW Strategic Package will deliver better accessibility and mode choice by providing a rapid transit network and active mode facilities, therefore reducing the reliance on low occupancy vehicles.

I concur with these conclusions and consider that the NoRs will support and enable the future growth proposed in the North West while also promoting and providing for active modes of transport and significant public transport availability in addition to additional roading. In that regard, I agree that the NoRs give effect to the NPS-UD.

7.1.2 National Policy Statement on Freshwater Management 2020

The NPS - FM endeavours to implement Te Mana o te Wai⁶⁴ by prioritising first the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

The NPS-FM objective and policies endeavour to ensure that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems first, followed by the health needs of people, and then the ability of people and communities to provide for their social, economic, and cultural well-being, now

⁶⁴ A concept that seeks to recognise and protect the health of freshwater in order to protect the health and well-being of the wider environment

and in the future. In particular, the NPS-FM seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species.

It is noted that these provisions will apply at the regional consent stage for consents sought under Section 13, 14 and 15 of the RMA.

In the context of route selection and protection under these NoRs, SGA have assessed the Project against the relevant provisions of the NPS-FM in Section 28.1 of the AEE. In summary, the SGA find that the Project will give effect to the NPS-FM because:

- The North West network have sought to avoid or minimise impacts on streams and high value wetlands. This is demonstrated through the comprehensive alternatives assessment process undertaken and design refinement. Specifically, high value wetland environments have been avoided and / or reduced where practicable, and new bridge structures are proposed over high value streams;
- Some freshwater environments have been impacted where there is a functional and operational need to do so. The proposed transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being. In considering the potential future effects arising from activities that may require resource consent in the future, the Assessment of Ecological Effects identified that any potential effects of the North West network on ecological features within or adjacent to transport corridors, can be adequately managed, and will be subject of assessment as part of any future consent processes. Additionally, there is flexibility in the proposed designation to modify and adapt the responses further at detailed design to modify.

I concur with this assessment under the NPS-FM and Council's ecology specialist also agrees with the management approach (subject to minor additional and amendments). In that regard, I agree that the NoRs give effect to the NPS-FM

7.1.3 National Policy Statement on Electricity Transmission (NPS-ET)

The NPS-ET endeavours to recognise and provide for the significance of the electricity transmission network, by facilitating the operation, maintenance and upgrade of the network whilst managing adverse effects of the network, and managing adverse effects of other activities on the network.

SGA have assessed the Project against the NPS-ET in Section 41.1 of the AEE. In summary, the SGA find the NPS-ET is relevant to NoRs S1 – ASH and S2 – SH16. SGA states that engagement with Transpower has been ongoing throughout the development of the NW Strategic Package and their feedback has been considered as part of refinement of the corridors. The design has been informed from engagement with Transpower and SGA have committed to ongoing engagement with Transpower to ensure that there is working room clearance around the 220kV lines (and 110kV lines if present) during construction.

While SGA have offered to manage any effects on the National Grid through the implementation of the NUMP, I have agreed with the submission from the Network Submitters to elevate the preparation of the NUMP before the Outline Plan stage. On this basis I agree with SGA that the Proposal is consistent with the NPS-ET.

7.1.4 New Zealand Coastal Policy Statement (NZCPS)

The NZCPS contains objectives and policies relating to the coastal environment. The SGA have assessed the Project against the NZCPS in Section 28.1. While none of the routes are within the coastal marine area parts of S1 – ASH route are considered to be within the wider coastal environment or subject to coastal processes and influence. This is the Section of the S1 – ASH and S2 – RTC routes north west of the BCI that includes the proposed bat corridor that runs along the Ngongetepara Stream to the CMA. As this corridor is included in the NoRs for a conservation purpose, it is concluded that the Project is consistent with the NZCPS.

The project also includes a range of measures to be included in management plans relating to maintaining water quality in streams that discharge into the Waitemata Harbour. These measures can be further developed and adapted at the detailed design and Outline Plan stages.

Overall, I consider that the NW Strategic NoRs are consistent with the NZCPS.

7.1.5 National Policy Statement on Highly Productive Land ('NPS-HPL')

The AEE only lightly touches on this NPS in Section 28 and within Table 28-1.

The NPS-HPL came into effects on 17 October 2022 and has the broad objective that:

2.1 Objective

Objective: Highly productive land is protected for use in land-based primary production, both now and for future generations.

The definition of “highly productive land” I as follows:

highly productive land means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land).⁶⁵

As no mapping of highly productive land has occurred as yet the definition falls under Section 3.5(7) which states:

(7) *Until a regional policy statement containing maps of highly productive land in the region is operative, each relevant territorial authority and consent authority must apply this National Policy Statement as if references to highly productive land were references to land that, at the commencement date:*

(a) *is*

(i) *zoned general rural or rural production; and*

⁶⁵ NPS-HPL section 1.3

- (ii) LUC 1, 2, or 3 land; but
- (b) is not:
 - (i) identified for future urban development; or
 - (ii) subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.

As discussed in Section 6.3.6 above, the NoR project route traverses land zoned FUZ, Rural Countryside living, Rural – Rural Production Zone and Rural – Mixed Rural and these routes are set out below.

It is noted that the definition “Highly Productive Land” excludes land in the FUZ.

As set out in 6.3.6, the S1 – ASH and S3 – RTC routes traverse land with an LUC Class soil classification of LUC 1-3.

The NPS-HPL contains 9 policies to implement the objective and these policies include the following relevant policies:

Policy 1: *Highly productive land is recognised as a resource with finite characteristics and long-term values for land-based primary production.*

Policy 4: *The use of highly productive land for land-based primary production is prioritised and supported.*

Policy 8: *Highly productive land is protected from inappropriate use and development.*

In combination of these policies set a high threshold for protection of soil, primarily for the production of food. However, the NPS-HPL also recognises land designated for infrastructure in Section 3.9. This section relates to circumstances where the use or development of highly productive land is appropriate and includes the following in Section 3.9(2)(h):

- (h) *it is for an activity by a requiring authority in relation to a designation or notice of requirement under the Act:*

Section 3.9(2)(j) also provides:

- (j) *it is associated with one of the following, and there is a functional or operational need for the use or development to be on the highly productive land:*
 - (i) *the maintenance, operation, upgrade, or expansion of specified infrastructure:*

In my view the NW Strategic NoRs fall within these exceptions and are therefore consistent with the NPS-HPL. However, as stated in Section 6.3.6, SGA may wish provide additional evidence on how they can minimise the loss of High Productive Land.

7.2 Regional Policy Statement (Chapter B of the AUP) (RPS)

The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland. The SGA have assessed the Project against the relevant provisions of the RPS in Section 28 and Table 28-1 of the AEE. In summary, the SGA conclude that the Project will give effect to the RPS because:

- The objectives and policies in RPS Chapter B3.2.1 of the AUP:OP recognise the importance that infrastructure plays in realising Auckland's economic potential. This includes integrating the provision of infrastructure with urban growth, avoiding incompatible land uses and increasing resilience. The policy direction recognises the importance of the transport network in the movement of people, goods and services, urban form, enabling growth, and providing choices;
- The objectives and policies of Chapter B3.2.2 of the RPS also encourage co-location of infrastructure where safe to do so and operational and technical requirements are satisfied;
- The objectives and policies of Chapter B7.2.1 and 7.2.2 that endeavour to protect and enhance ecological values across terrestrial, freshwater and coastal environments have been met as the transport corridors within the North West network have sought to avoid or minimise impacts on streams and high value wetlands;
- High value wetland environments have been avoided and / or reduced where practicable, new bridge structures are proposed over high value streams;
- With regard to the objectives and policies of Chapter 6 (Mana Whenua) Waka Kotahi and AT are committed to ongoing engagement with Mana Whenua. They will continue to be involved in the NW Strategic Package to help maintain consistency with these objectives and policies. The proposed designation conditions set out ongoing engagement and participation of Mana Whenua in the future design and implementation of transport corridors.

I generally agree with SGA's assessment under the RPS provisions subject to the changes recommended and the implementation of the management plans and processes proposed as part of the NoRs.

7.3 Auckland Unitary Plan district plan provisions

7.3.1 Auckland Unitary Plan (Operative in part)

Auckland Unitary Plan provisions are addressed in Section 28 and Table 28-1 of the AEE. I concur with SGA's assessment of the Project against the AUP district plan provisions:

The SGA have assessed the Project against the relevant provisions of the AUP district plan in Section 28 and Table 28-1 of the AEE. This includes assessment of the relevant regional and district planning matters. In summary, (and without repeating the detail in the SGA assessment) I consider that the NoRs to be consistent with the AUP district plan provisions because:

- In relation to Chapter E25 – Noise and Vibration, subject to Council’s recommended amendments to conditions, the NoR conditions provide an appropriate framework to protecting people from unreasonable levels of noise and vibration, and provide mechanisms for construction activities exceeding the relevant noise and vibration standards to be enabled while controlling their duration, frequency and timing by requiring the preparation of a CNVMP Schedule;
- In relation to Chapter H7 - Open Space zones, the SGA report that the NoRs have sought to reduce impacts on open space zones, including by mostly avoiding direct permanent impacts on the Huapai Recreation Reserve and Fred Taylor Park. Mitigating construction effects through the preparation of relevant management plans, and providing alternative recreation facilities (including car parking) during construction and replacing protected trees that cannot be retained; and
- In relation to Chapter H22.- Strategic Transport Corridor Zone, SGA report that the NoRs will have significant positive effects on the transport network, thus providing an integrated, safe effective and efficient transport corridor.

7.3.2 Auckland Unitary Plan - Chapter D overlays

Chapter D provisions are addressed also in Section 28 and Table 28-1 of the AEE.

The NW Strategic NoRs are subject a range of overlays in the AUP-OP including the following:

- Significant Ecological Areas Overlay;
- High-Use Stream Management Areas Overlay;
- High-Use Aquifer Management Areas Overlay;
- National Grid Corridor Overlay;
- Notable Trees Overlay; and
- Historic Heritage Overlay

Without repeating the detail of this assessment, the SGA assessment concludes that the Project is consistent with these overlay provisions which I generally agree with. I note that subject to SGA agreeing with the recommendation to retain the Huapai Tavern in its Extent of Place under Historic Heritage Overlay, the Proposed (NoRs) S2 – SH16 and S3 – RTC) are consistent with this overlay.

7.3.3 Auckland Unitary Plan - Chapter E Auckland-wide

The relevant Auckland wide chapters are addressed by SGA in Table 28.1. Without repeating the detail of this assessment, it is considered that relevant Chapter E chapters are:

- E1 Water quality and integrated management
- E2 Water quantity, allocation and use
- E3 Lakes, rivers, streams and wetlands
- E8 Stormwater - Discharge and diversion
- E10 Stormwater management area - Flow 1 and Flow 2
- E11 Land disturbance - Regional
- E12 Land disturbance – District

- E15 Vegetation management and biodiversity
- E16 Trees in open space zones
- E17 Trees in roads
- E18 Natural character of the coastal environment
- E24 Lighting
- E25 Noise and vibration
- E26 Infrastructure
- E27 Transport
- E36 Natural hazards and flooding

I agree with the assessment provided in Section 28.1 of the AEE on these matters.

7.3.4 Alternative sites, routes or methods – section 171(1)(b)

The requiring authority does not have an interest in all of the land, therefore the effects of the works are likely to be significant. Therefore, an assessment of alternative sites, routes or methods is required. The requiring authority's assessment of alternatives is set out Appendix A of the AEE.

The assessment of alternatives describes the methodology adopted and the assessment framework used. The assessment comprised the following steps for each NoR Corridor:

- Long List corridor assessment
- Short List corridor assessment
- Indicative Strategic Transport Network
- Routes refinement involving Gap analysis, form and function assessment, and further route refinement options assessment.

This methodology and approach was undertaken for all six NW Strategic NoRs with a specific assessment for the BCI.

I agree with the assessment undertaken and conclusions reached by the AEE and Assessment of Alternatives, with the exception of the alignment of the NW Strategic NoRs. However, I note that subject to recommended conditions relating to the relocation of the Huapai Tavern within its Extent of Place, this may involve some further refinement of the S3 – RTC corridor to accommodate this relocation.

In my opinion, aside from the potential re-alignment of S3 - RTC, I conclude that the information supplied demonstrates that SGA has satisfied the requirements of Section 171(1)(b), in that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

7.3.5 Reasonable necessity for work and designation – section 171(1)(c)

The requiring authority has set out its specific project objectives in the Form 18 documents and in Section 28.3 of the AEE. These are listed in the AEE as follows:

- Enable flexibility and ability to construct, operate and maintain the transport corridor in accordance with the proposed designations and the proposed alteration to existing designation
- Enable the future works to be undertaken in a comprehensive and integrated manner
- Provide certainty to landowners, the community and stakeholders through identifying in the AUP:OP the location, nature and likely extent of the transport corridors and the Requiring Authority's intended use of that land
- Protect the land from incompatible development by third parties
- Protect the land so that transport corridors can be implemented when required in line with growth
- Enable the Requiring Authority to avoid, remedy and mitigate any adverse effects of the transport corridors.

The AEE concludes that the designations are reasonably necessary to achieve the project objectives. I agree with this assessment and consider that the works and designations are reasonably necessary to achieve the RA's objectives.

7.4 Any other matter – section 171(1)(d)

Section 171(1)(d) requires the council to have particular regard to any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement. In this case the non-RMA documents are considered relevant.

The requiring authority has provided an assessment against a range of central government and local government plans, strategies and policies in Section 28.1 of the AEE. As stated above, I generally concur with the assessments and conclusions of the AEE on any other matter.

However, the Heritage New Zealand Pouhere Taonga Act 2014 promotes the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. While the Project includes conditions that integrate with the process of obtaining an Archaeological Authority from NZHPT and complying with any statutory requirements of such an authority under the HNZPT, as recommended in Section 6.3 of this assessment further historic assessment to be required as part of the recommended revised HHMP condition.

7.5 Designation lapse period extension – section 184(1)(c)

Section 184 of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under Section 184(1)(b), or unless the designation in the AUP sets a different lapse period under Section 184(1)(c).

The requiring authority has requested a 20 year lapse period for all NW Strategic NoRs. The requiring authorities' reasons for this request are stated in Section 5.1 of the AEE.

Section 184 of the Act gives discretion to alter the lapse period for a designation from the default 5 years. The Environment Court decision in *Beda Family Trust v Transit NZ* A139/04 makes the following statement on the exercise of that discretion in considering a longer lapse period:

The decision has to be exercised in a principled manner, after considering all of the circumstances of the particular case. There may be circumstances where a longer period than the statutory 5 years is required to secure the route for a major roading project. Such circumstances need to be balanced against the prejudicial effects to directly affected property owners who are required to endure the blighting effects on their properties for an indeterminate period. The exercise of the discretion needs to be underlain by fairness.

Environment Court decisions on disputed designation lapse periods are noted in Table 12 below for reference purposes.

Case	Requiring authorities requested lapse period	Court decision lapse period
Beda Family Trust v Transit NZ	20 years	10 years
Meridian 37 Ltd v Waipa District the council	15 years	5 years
Hernon v Vector Gas Ltd	10 years	5 years
Queenstown Airport Corporation Ltd	10 years	5. years

Table 12: Lapse periods noted in Environment Court decisions on designations

My position on the lapse dates proposed by SGA is set out in Section 6.2.1 of this report. Having considered the reasons provided by SGA for the lapse periods and balancing them against the potential prejudicial effects to directly affected property owners, I do not support the proposed 20 year lapse period for these NoRs but I support either:

- A reduced 10 year time frame for each NoR; or
- A sequencing of lapse dates starting with S1 – ASH (and possibly S4 – Access Road) starting at five years with a maximum lapse date for S3 – RTC of 10 years and the RTS stations no longer than 15 years.
- I acknowledge that the upgrade of SH16 under S2, being an existing designation is not subject to a lapse date.

In my view, the lapse date options recommended would still align with the current FULSS sequencing. While I am of the view that reduced or sequenced lapse dates would adequately provide for contingencies where the NW Strategic Project may be

implemented, I also note that Section 184(2) of the RMA provides the requiring authority with the opportunity to apply for an extension to the lapse period. This can be granted by council if it was satisfied that substantial progress or effort had been made towards giving effect to the designation and was continuing to be made.

8 Part 2 of the Resource Management Act 1991

8.1 Section 5 of the RMA

The purpose of the RMA is set out in Section 5(1) which is: *to promote the sustainable management of natural and physical resources.*

Sustainable management is defined in Section 5(2) as:

...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

An assessment under section 5 is provided by SGA in Section 28.6.4 and I agree with the assessment provided subject to the recommended changes in the conditions of consent and further assessment clarification sought in this report.

8.2 Section 6 of the RMA

Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for. An assessment of the NoR D2 – D5 against Section 6 is provided in Table 13 below.

Matter of national importance	Assessment
(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:	The S1 corridor (including the BCI) and S3 corridor will involve the crossing of streams that flow into the Waitemata Harbour. In my view, the corridors will avoid, remedy or mitigate effects on the natural character of the stream environments through proposed reinstatement and mitigation planting at the completion of works with further consideration at the regional resource consent stage. The NW Strategic NoRs also provides opportunities for natural character values to be improved through enhancements to landscaping.

(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:	There are no outstanding natural features or landscapes affected by the NoRs.
(c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:	The Project alignment and design has been developed to avoid areas of significant indigenous vegetation and habitats or minimise effects on a range of high value ecological areas including high value wetlands, streams and SEAs. In those areas affected, the route is supported by a functional need, robust assessment of alternatives and conditions to ensure effects can be addressed at the design stage.
(d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:	The Project does not affect public access to or along the coastal marine area, lakes or rivers. The AEE states that opportunities to provide enhanced access to streams and the coastal marine area in the transport corridor areas through the provision of active transport facilities can be developed at the detailed design stage.
(e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:	Mana Whenua have been engagement throughout the development of the Project, and the conditions provide for this engagement to continue through the preparation of management plans at the detailed design stage. No sites of significance to Mana Whenua are identified within the Project area.
(f) the protection of historic heritage from inappropriate subdivision, use, and development:	A detailed set of conditions are recommended in order to protect identified and unidentified historic heritage within the Project area, by requiring the preparation of a HHMP, relocating the Huapai Tavern within its Extent of Place and setting out accidental discovery protocols.
(g) the protection of protected customary rights:	None of the NoRs affect any protected customary rights.
(h) the management of significant risks from natural hazards.	Potential flood hazards will be managed through construction under the CEMP, and during the operation of the NoRs through the Flood Hazard conditions.

Table 13: Assessment of NoR D2 – D5 against section 6 of the RMA

8.3 Section 7 of the RMA

Section 7 of the RMA sets out other matters which shall be given particular regard to. The SGA has assessed the Project against these matters in Section 28.6.2 of the AEE. I agree with this assessment.

8.4 Section 8 of the RMA

Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account. The SGA has assessed the Project against these matters in Section 28.6.2 of the AEE. I agree with this assessment.

8.5 Conclusions

Waka Kotahi and Auckland Transport as the Requiring Authorities have lodged NoRs under Section 168 and 181 of the RMA for NoRs S1-S4, KS and HS within the North Western Transport Network.

I conclude that the notices of requirement should be confirmed subject to conditions and with modifications, for the following reasons:

- The notices of requirement and associated works are reasonably necessary for achieving the objectives of the requiring authority.
- Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notices of requirement.
- The notices of requirement are generally consistent with the relevant AUP provisions.
- The notices of requirement are generally in accordance with Part 2 of the RMA and relevant national environmental standards and national policy statements.
- Restrictions, by way of conditions, imposed on the designation can avoid, remedy or mitigate any potential adverse environmental effects.

9 Recommendation and conditions

9.1 Recommendation

Subject to new or contrary evidence being presented at the hearing, it is recommended that the notices of requirement be confirmed, subject to the amended and additional conditions set out in Appendix 5 to this report.

- Pursuant to Section 171(3) of the RMA the reasons for the recommendation are as follows:
- The notices of requirement are consistent with Part 2 of the RMA in that they enable people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
- The notices of requirement are consistent with and give effect to the relevant national environmental standards, national policy statements and the AUP.
- In terms of Section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work.
- In terms of Section 171(1) of the RMA, the notices of requirement are reasonably necessary to achieve the requiring authority's objectives.

Restrictions, by way of conditions attached to the notices of requirement have been recommended to avoid, remedy or mitigate adverse environmental effects associated with the works to construct the infrastructure and its ongoing operation.

9.2 Recommended conditions

The conditions set recommended by the reporting planner for NoRs S1, S2, S3, S4, KS and HS is set out in Appendix 5 to this report.

- Appendix 1: Section 92 Requests And Responses**
- Appendix 2: Copies of Submissions And Local Board Views**
- Appendix 3: Auckland Council Specialist Reviews**
- Appendix 4: Summary of Submissions**
- Appendix 5: Proposed Notice of Requirement Conditions**

APPENDIX 1

Section 92 Requests and Responses

The following is a link to the Auckland Council website for the North West Strategic Notices of Requirement.

The link to the request for further information under section 92 of the Resource Management Act 1991 is here:

[S92 Request and Response](#)

APPENDIX 2

Submissions and Local Board Comments

The following is a link to the Auckland Council website for the North West Strategic Notices of Requirement.

The link to the submissions is here:

[Submissions Strategic NoRs](#)

A list of submitters by Name is here

[Submitters by Name](#)

A guide for Submitters is here:

[Submitters Guide](#)

Local Board Comments

For Action

MEMO TO: Todd Elder - Planner

COPY TO:

FROM: Laura Hopkins - Democracy Advisor

DATE: 03 July 2023

MEETING: Henderson-Massey Local Board Meeting of 20/06/2023

Please note for your action / information the following decision arising from the meeting named above:

HM/2023/80 **Local Board views on the 19 North West Notice of Requirements lodged by Supporting Growth Alliance**

FILE REF CP2023/06988

AGENDA ITEM NO. 17

17 **Local Board views on the 19 North West Notice of Requirements lodged by Supporting Growth Alliance**

Resolution number HM/2023/80

MOVED by Deputy Chairperson B Loader, seconded by Member O Kightley:

That the Henderson-Massey Local Board:

- a) **whakarite / provide the following feedback on the 19 Notices of Requirement lodged by the Supporting Growth Alliance for new transportation projects in the Northwest:**
 - i) **tautoko / support the Supporting Growth Alliance (SGA) 19 transportation related Notices of Requirement (NOR) in the Northwest**
 - ii) **recognise the plans for growth in the Auckland Unitary Plan require long-term transport planning and the designations will provide route protection**
 - iii) **kohuki / consider that water quality and healthy ecosystems and wider ecological values are important in the context of Notices of Requirement (NOR) in the Northwest**
 - iv) **kohuki / consider that the aquifers in the NOR area must not be affected by planned stormwater run-off or flood attenuation, as they flow to the Upper Waitemata Harbour catchment, which is already struggling with sedimentation and pollution issues.**
- b) **kopou / appoint Brenda Brady to speak to the local board views at a hearing (if one is held) on the 19 Notices of Requirement lodged by the Supporting Growth Alliance for new transportation projects in the North West, if that is considered necessary by the local board.**

- c) **delegate authority to the chairperson of Henderson-Massey Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the hearing (if one is held).**

CARRIED

SPECIFIC ACTIONS REQUIRED:

Kia ora Todd,

Please note for your action / information the following decision arising from the Henderson-Massey Local Board business meeting on 20 June 2023.

For Action

MEMO TO: Todd Elder - Planner

COPY TO:

FROM: Ignacio Quinteros - Democracy Advisor

DATE: 23 June 2023

MEETING: Rodney Local Board Meeting of 6/21/2023

Please note for your action / information the following decision arising from the meeting named above:

RD/2023/79 **Local Board views on the 19 North West Notices of Requirements lodged by Supporting Growth Alliance**

FILE REF CP2023/06990

AGENDA ITEM NO. 13

13 **Local Board views on the 19 North West Notices of Requirements lodged by Supporting Growth Alliance**

Member G Wishart declared an interest in this item and took no part in the discussion or voting in the matter.

Member G Wishart left the meeting at 11.23am.

Todd Elder – Senior Policy Planner was in attendance for this item.

Resolution number RD/2023/79

MOVED by Member M Dennis, seconded by Deputy Chairperson L Johnston:

That the Rodney Local Board:

- a) **whakarite / provide the following views on the Notice of Requirements for the transportation projects**
 - i) **support S1 the alternative state highway: a new dual carriageway motorway and the upgrade of Brigham creek interchange in Whenuapai**
 - ii) **express concern that the adverse effects of flooding are more than minor for the notice of requirement S2: State Highway 16 (SH16) Main (Huapai): upgrade of the existing SH16 designation 6766 to provide for the road corridor upgrade, including the shared footpaths and cycle lanes (active mode facilities) and realignment of the Station Road intersection with SH16**
 - iii) **express concern that the adverse effects of flooding are more than minor for the notice of requirement S3 Rapid transit corridor (Kumeu): new rapid transit corridor with shared footpath and cycle lane (active mode corridor)**

- iv) express concern the adverse effects of flooding are more than minor for that notice of requirements KS of Kumeu Rapid Transit station New rapid transit station including transport interchange facilities accessway
 - v) express concern the adverse effects of flooding are more than minor for that notice of requirements HS: Huapai Rapid Transit Station: New rapid transit station, including transport interchange facilities, park and ride and accessway
 - vi) express concern the adverse effects of flooding are more than minor for that notice of requirements of S4: Access Road (Kumeu): Upgrade of Access Road with separate footpath and cycle lane
 - vii) express concern that the delivery of these projects is overdue given the decades of growth in the North West leading to Rodney being the fastest growing area of Auckland accommodating massive urban sprawl yet there having been little investment in capacity on State Highway 16 or in provision of any rapid transit solutions that would encourage mode shift and mitigate climate impacts
 - vii) express concern that the congestion on State Highway 16 is compromising regional productivity as commuter traffic and rural production compete with students and visitors, for the opportunity to use the route with weekends being no better than during the week as recreational travelers from all over Auckland come out to our visitor attractions, regional parks, beaches and to participate in activities not available in other parts of the city
 - viii) seek clarification of the sequence of delivery of the notices of requirements in the North West Strategic Package
 - ix) support a moratorium on all future development in the North West until all the projects that follow the notices of requirements have been delivered.
- b) kopou / appoint Deputy Chairperson Louise Johnson to speak to the local board views at a hearing (if one is held) on the Notice of Requirement if that is considered necessary by the local board
 - c) tautapa / delegate authority to the chairperson to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the hearing (if one is held).

CARRIED

Member G Wishart returned to the meeting at 12.20pm.

SPECIFIC ACTIONS REQUIRED:

For Action

MEMO TO: Todd Elder - Planner

COPY TO:

FROM: Max Wilde - Democracy Advisor (Upper Harbour Local Board)

DATE: 23 June 2023

MEETING: Upper Harbour Local Board Meeting of 22/06/2023

Please note for your action / information the following decision arising from the meeting named above:

UH/2023/66 **Local Board views on the 19 Notice of Requirements lodged by Supporting Growth Alliance in the North West**

FILE REF CP2023/06989

AGENDA ITEM NO. 11

11 **Local Board views on the 19 Notice of Requirements lodged by Supporting Growth Alliance in the North West**

The Senior Policy Planer, Todd Elder, was in attendance to support the item.

Resolution number UH/2023/66

MOVED by Chairperson A Atkinson, seconded by Member K Parker:

That the Upper Harbour Local Board:

- a) **whakarite / provide the following local board feedback on the 19 Notices of Requirement lodged by the Supporting Growth Alliance for new transportation projects in the North West, noting that the Upper Harbour Local Board is only commenting on projects in the Upper Harbour Local Board area:**
 - i) **the local board supports the aims of the Supporting Growth Alliance to enable better public and active modes of transportation, better roads and safer intersections. We do wish that in some areas this was completed prior to the already completed intensification and development**
 - ii) **the current Local Board Plan 2020 Outcome 2 is for “An efficient and accessible travel network” One objective is to ‘Improve roads and connections in Upper Harbour’. We note that these transportation projections will lead to some achievement of this outcome**
 - iii) **note that Whenuapai is currently zoned Future Urban and there is currently a Future Development Strategy consultation running which aims to provide long term guidance on how the council plans for development**

- iv) request that the Supporting Growth projects around the Whenuapai and Hobsonville area are prioritized as that is where growth is currently occurring. The local board consider that development of roading infrastructure including public and active transport should be done prior to further housing and business intensification
 - v) note that many intersections in the Whenuapai and Hobsonville area are unsafe and upgrades need to happen as soon as possible. We hear from many residents in Hobsonville, Scott Point and Whenuapai about the dangerous intersections and congestion along these key roads
 - vi) request safe crossing points at key pedestrian locations as many of the new roads are extremely wide.
 - vii) the local board acknowledges concerns raised by submitters. We therefore ask that as the project moves into detailed design that the following issues are considered:
 - A) the effect this will have on induced traffic and the need to reduce emissions
 - B) effects on individual properties
 - C) the potential that a motorway interchange in Whenuapai will not add to the liveability of the area unless driving a car.
 - viii) many areas around Whenuapai have a deficit of trees and biodiversity. While acknowledging that the New Zealand Defence Force is of strategic importance nationally and their concerns around bird strike, we request that where possible berms are planted rather than grassed. This would be in a similar manner to the recent upgrades around State Highway One near Albany as part of the Northern Corridor Alignment Project
 - ix) request that planning to upgrading the public and active transport components, and road safety components especially around intersections can be prioritized.
- b) kopou / appoint Chairperson A Atkinson to speak to the local board views at a hearing (if one is held) on the 19 Notices of Requirement if that is considered necessary by the local board.
 - c) tautapa / delegate authority to the chairperson of Upper Harbour Local Board to make a replacement appointment in the event the local board member appointed in clause b) is unable to attend the hearing (if one is held).

CARRIED

SPECIFIC ACTIONS REQUIRED:

Appendix 3A
Transport Effects Review

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

22nd June 2023

To: Robert Scott, Reporting Planner (Strategic Package)

From: Anatole Sergejew, Senior Associate, Traffic Planning Consultants Ltd

Subject: Supporting Growth Alliance – (Strategic) – Transport Assessment

1.0 Introduction

I have undertaken a review of the Strategic Notices of Requirements lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to transport effects.

My name is Anatole Sergejew and I am a Senior Associate at Traffic Planning Consultants Limited. I have over 30 years' experience in the fields of transport planning and traffic engineering. I have a Bachelor of Engineering Degree from Auckland University, a Master of Engineering Degree in Transportation from the University of Toronto, a Master of Public Policy Degree with Honours from Massey University, and I am a member of the Transportation Group of Engineering New Zealand. My work experience has included assessing and reporting on the transport effects of commercial and residential developments and subdivisions, and I have on occasions been contracted to do so for Auckland Council.

In writing this memo, I have reviewed the following documents:

- North West Strategic Assessment of Transport Effects Version 1 (December 2022)
- North West Strategic Appendix A – Assessment of Alternatives Version 1 (December 2022)
- North West Strategic Assessment of Effects on the Environment Volume 2 Version 1 (December 2022)
- North West Strategic Proposed Conditions
- North West Strategic General Arrangement Plans
- North West Strategic Section 92 Transport Response (3 March 2023)
- North West Strategic Section 92 Response – Parking Matters (27 March 2023)

2.0 Key Transport Issues

In my opinion the key transport issues for the notices of requirement are as tabulated below.

Notice of requirement (number and name)	Issue
Alternative State Highway (S1)	<ul style="list-style-type: none">• Inter-dependency• Construction staging• Ability of the NOR projects in place at any time to accommodate travel growth as it occurs
SH16 Main Road upgrading (S2)	
Rapid Transit Corridors and stations (S3, KS and HS)	
Access Road Upgrade (S4)	
SH16 Main Road upgrading (S2)	<ul style="list-style-type: none">• Parking impacts• Transport connectivity in Kumeu-Huapai between areas north and south of the heavy rail line and Rapid Transit Corridor.
Rapid Transit Corridors and stations (S3, KS and HS)	
Alternative State Highway (S1)	<ul style="list-style-type: none">• Pedestrian and cyclist safety
SH16 Main Road upgrading (S2)	
Access Road Upgrade (S4)	

3.0 Supporting Growth Alliance assessment

As discussed in Section 3.1.1 and Appendix 1 of the Assessment of Transport Effects report, the Auckland Macro Strategic Model, in conjunction with a SATURN traffic model, was used to estimate the generation and distribution of travel associated with the full development of the Future Urban Zones in Huapai-Kumeu and Whenuapai, and the mode share of the transport network proposed to accommodate that travel, viz. the Alternative State Highway (S1), SH16 Main Road upgrading (S2), Rapid Transit corridors and stations (S3, KS and HS) and Access Road Upgrade (S4). The transport assessment concludes that the proposed Strategic Rooding (S1, S2 and S4) and Rapid Transit Network and Stations (S3, KS and HS) Infrastructure is necessary to accommodate travel associated with, and thus enable the future development of, the Future Urban Zone land, and to achieve the other objectives of the NORs. I accept this conclusion, and the methodology followed to reach this conclusion.

The transport conditions proposed in the NORs relate to the preparation of a Construction Traffic Management Plan to avoid, remedy, or mitigate the adverse construction traffic effects as far as practicable. For the reasons outlined below, I recommend additional conditions to avoid, remedy or mitigate adverse transport effects both during and after construction.

4.0 Assessment of transport effects and management methods

4.1 Inter-dependency.

The various NORs were evaluated as a package, and the effect of each NOR depends on the other NORs. The provision of the Alternative State Highway (S1) and Access Road Upgrade (S4) contribute to enabling SH16 Main Road (S2) to perform at an acceptable level. The provision of the Rapid Transit Corridor and stations (S3, KS and HS) attracts a sufficient level of public transport patronage away from private motor vehicle travel to enable SH16 Main Road (S2), the Alternative State Highway (S1) and Access Road Upgrade (S4) to accommodate motor vehicle traffic with an acceptable level of service. However, the modelled performance of road intersections as reported in Appendix 2 of the Assessment of Transport Effects report indicates that even so, the east facing ramps of the Brigham Creek Interchange will be congested when the Future Urban Zone land is fully developed and all NOR projects are in place. This, and the modelled morning peak degree of saturation of 84% for the SH16/Matua Road intersection, suggest that should any single NOR not be approved, the remaining NORs may be unable to completely fulfil their transport objectives.

It is therefore recommended that the NORs be approved in their entirety, and should any individual NOR not be approved further work is done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NOR projects, and the ability of that additional capacity to be provided within the proposed NOR designations.

4.2 Construction staging

It is proposed that construction impacts will be addressed by a Construction Traffic Management Plan (CTMP). The Assessment of Transport Effects report suggests that “temporary disruption to typical travel patterns will be inevitable, as part of a significant strategic project of this nature and scale” but that “it is considered that the temporary effects on the surrounding network will be appropriately managed through a Construction Traffic Management Plan.” I note that the Applicant has not reported on any modelling of the impacts of construction of the NORs on the surrounding network, and in particular on traffic congestion on the State Highway 16 corridor, to support this claim.

I agree that in situations where a transport project is constructed in a greenfields area, or in areas of current low roadside development and where the NOR land take can be quite wide, a CTMP should be sufficient to manage construction effects. However, in developed commercial areas major and extended construction can have a significant adverse effect on access to adjacent businesses that cannot be adequately mitigated by a CTMP.

With the current volumes of traffic on SH16 Main Road, the strategic transport function of SH16 as the major access to Auckland's North-West as well as serving as a significant alternative route to SH1 north of Auckland, and the scale of works proposed along and adjacent to this corridor, I consider that the construction effects related to the NOR for SH16 Main Road upgrade (S2) and the components of the NOR for the Rapid Transit Corridor (S3) through the developed commercial areas of Kumeu and Huapai, are unlikely to be adequately mitigated by a CTMP.

The Assessment of Transport Effects report acknowledges that the transport effects of construction "would be substantially reduced, should the Alternative State Highway be implemented in advance of this project, removing a significant volume of traffic from the existing State Highway 16 Main Road corridor through Kumeu and Huapai."

To mitigate the transport effects of construction, I recommend a condition be added that:

Works on S1 – Alternative State Highway and S4 – Access Road (including improvements to the Access Road intersection with SH16 Main Road as necessary) are completed and open to traffic before work is begun on the work in S2 – SH16 Main Road, and the components of S3- Rapid Transit and Active Modes Corridor through the developed commercial areas of Kumeu and Huapai.

Alternatively, the impacts of construction could be mitigated by maintaining road capacity, to the equivalent of the current carriageway configuration on the existing SH16 route or to one through lane of traffic in each direction on either the SH16 Main Road or the Alternative State Highway at all times during construction of the SH16 Main Road upgrade (S2) and Rapid Transit Corridor (S3), excepting the intersections of SH16 Main Road with Access Road and Harikoa Street, where two through lanes is required in each direction to maintain capacity.

4.3 Ability of the NOR projects in place at any time to accommodate travel growth as it occurs

This potential concern relates to the transport infrastructure enabled by the NORs not being in place in time to accommodate the travel generated by urbanisation of Future Urban Zone land as it occurs, and the concern that substantial congestion could result if this was the case. However, this concern is managed by the resource consent process in place for the development of Future Urban Zone land. Under the Auckland Unitary Plan – Operative in Part (AUP-OIP) provisions H.18 for Future Urban Zone land:

The Future Urban Zone is applied to greenfield land that has been identified as suitable for urbanisation. The Future Urban Zone is a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the site is re-zoned for urban purposes.

Refer to Chapter B Regional Policy Statement and Appendix 1 Structure plan guidelines when preparing structure plans and plan changes to rezone sites for urban activities.

Section 1.4.6. of the AUP-OIP's Appendix 1 Structure Plan Guidelines indicates that in terms of transport networks, a structure plan is to identify, investigate and address:

Integration of land use and development with the local and strategic transport networks.

Layout of the transport network and facilities in a manner that is safe, attractive, efficient, and resilient to hazards, well connected to local facilities and integrated with land uses, the surrounding area and the wider transport network.

Support for transport and accessibility that is multi-modal and interconnected with an appropriate number and location of access points.

Policy B2.2.2 of the Regional Policy Statement includes the following policies:

- (3) *Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines*
- (7) *Enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth in ways that do all of the following:*
 - (a) *support a quality compact urban form;*
 - (b) *provide for a range of housing types and employment choices for the area;*
 - (c) *integrate with the provision of infrastructure; and*
 - (d) *follow the structure plan guidelines as set out in Appendix 1.*

Thus, while the NORs seek to protect the land required for the transport infrastructure necessary to accommodate travel associated with the urban development of Future Urban Zone land, separate resource consent processes require the necessary transport infrastructure to be in place before Future Urban Zone land can be rezoned for urban development. Thus, the ability of the NOR projects to accommodate the level of travel generated by urban development of Future Urban Zone land as it occurs is not a matter to be resolved at the NOR stage.

4.4 Parking impacts

The NORs will result in the loss of private and public parking. In cases where the parking loss is to occur at a community facility, for example the Kumeu Fire Station, the Huapai Domain, the Kumeu Showgrounds and Kumeu Community Centre, mitigation through the provision of alternative parking is suggested in the Transport Assessment, but no details are provided, apart from the Kumeu Fire Station, where the whole site is within the designation and an alternative site “can be identified at the time of implementation.” As at other community facilities the amount of parking that is to be provided as mitigation is not stated, the overall parking impacts cannot be determined.

In other cases of parking loss, no mitigation of parking effects is proposed. The Assessment of Transport Effects document indicates that the SH16 Main Road upgrade (S2) and Rapid Transit corridors (S3) will remove some 41 car parking spaces along SH16 Main Road, as well as affecting on-site parking at several properties (although the number of private parking spaces is not stated), and that the Access Road upgrade (S4) will affect on-site parking at several properties (although the number of private parking spaces is not stated).

The Assessment of Transport Effects report indicates that the “effects on off-street and on-street parking will be able to be appropriately addressed, by mechanisms such as the Public Works Act and future parking policy and strategy direction, given the context of the significant change in the land use and transport environment that this and the other Strategic Package projects enable and support.

The Supporting Growth Alliance has provided more information on the management of parking effects in the document “North West Strategic Section 92 Response – Parking Matters” (27 March 2023). The response acknowledges that removal of parking that has been required as a condition of a previous resource consent may require a variation to the existing resource consent, but that “this process sits separately to the Notices of Requirement and will be undertaken at an appropriate future point.”

As a result of the National Policy Statement for Urban Development, minimum parking requirements for activities have been removed from the AUP-OIP, and therefore I understand that a parking shortfall is not a transport effect that the Council can consider at the NOR stage.

4.5 Pedestrian and cyclist connectivity across the heavy rail line and rapid transit corridor

Stated objectives of the NORs include “a transport network that supports the planned future growth, including facilitating mode shift from private vehicles to public transport and active modes” and “improved access by all transport modes to employment and social amenities” and a stated outcome is “upgraded walking and cycling facilities to improve safety, attractiveness and connectivity within and between areas.”

However, the heavy rail line and SH16 Main Road currently bisect existing and future urban development in Kumeu and Huapai. While the proposed median on the SH16 Main Road upgrade and its crossing facilities at the signalised intersections, and the diversion of through traffic onto the Alternative State Highway, are expected to improve the ability of pedestrians and cyclists to cross SH16 Main Road, the barrier between development to the north and south will not be improved by the addition of the rapid transit corridor alongside the rail line, which will have raised barriers on both sides similar to those on the North Shore busway.

It appears that the only facilities proposed in the NORs for pedestrians and cyclists to cross the heavy rail and Rapid Transit Corridors are the existing crossing at Access Road, the pedestrian overbridge at Matua Road east, the SH16 Main Road overbridge near Station Road, and the crossing at Matua Road west. This equates to four crossings over a corridor length of 3.4 km, i.e., one crossing per 850 metres. This compares badly with crossings on the Western Rail Line between Glen Eden and Mt Eden (410 metres between crossing on average) or on the south-Western Motorway through Mt Roskill (420 metres between crossings on average).

The location of the pedestrian and cyclist heavy rail/ Rapid Transit Corridor crossing points in relation to Council's spatial land use strategy for Kumeu-Huapai¹ and the proposed Rapid Transit Corridor stations is shown in Figure 1 overleaf.

The crossing points proposed in the NORs will provide direct access across the heavy rail corridor for pedestrians and cyclists to/from the Kumeu station, and the existing Kumeu Town Centre zone. However, there is a 1.9 km section of heavy rail line with no crossing separating the Huapai station from the future Huapai Local Centre (and the future residential land around that centre), and a one-kilometre section of heavy rail/ Rapid Transit Corridor with no crossing between the Kumeu Business-Light Industry zone and the future Kumeu Town Centre.

The Ministry for the Environment publication "People+Places+Spaces – A design guide for Urban New Zealand notes that *"a five-minute walk (400 metres walk) to convenience shops, bus stops and other daily facilities is considered reasonable, as is 10 minutes to a railway station."* The lack of crossing points across the heavy rail line/Rapid Transit Corridor mentioned above will mean that travel between the Huapai station and the future Huapai Local Centre and between Kumeu Business-Light Industry zone and the future Kumeu Town Centre will not be in a reasonable walking distance, thus undermining the stated objective and outcome of the NORs to improve connectivity between areas and facilitating mode shift from private vehicles to public transport and active modes.

Also, where permeability is not provided, pedestrians and cyclists may force a break in fencing, or jump barriers and cross the heavy rail line/ Rapid Transit Corridor where there are no crossing facilities, with significant safety risks.

¹ Source: Page 5 of Auckland Council Spatial Land Use Strategy – North West Adopted May 2021
<https://supportinggrowth.govt.nz/assets/supporting-growth/docs/spatial-land-use-startegy-north-west-4.pdf>

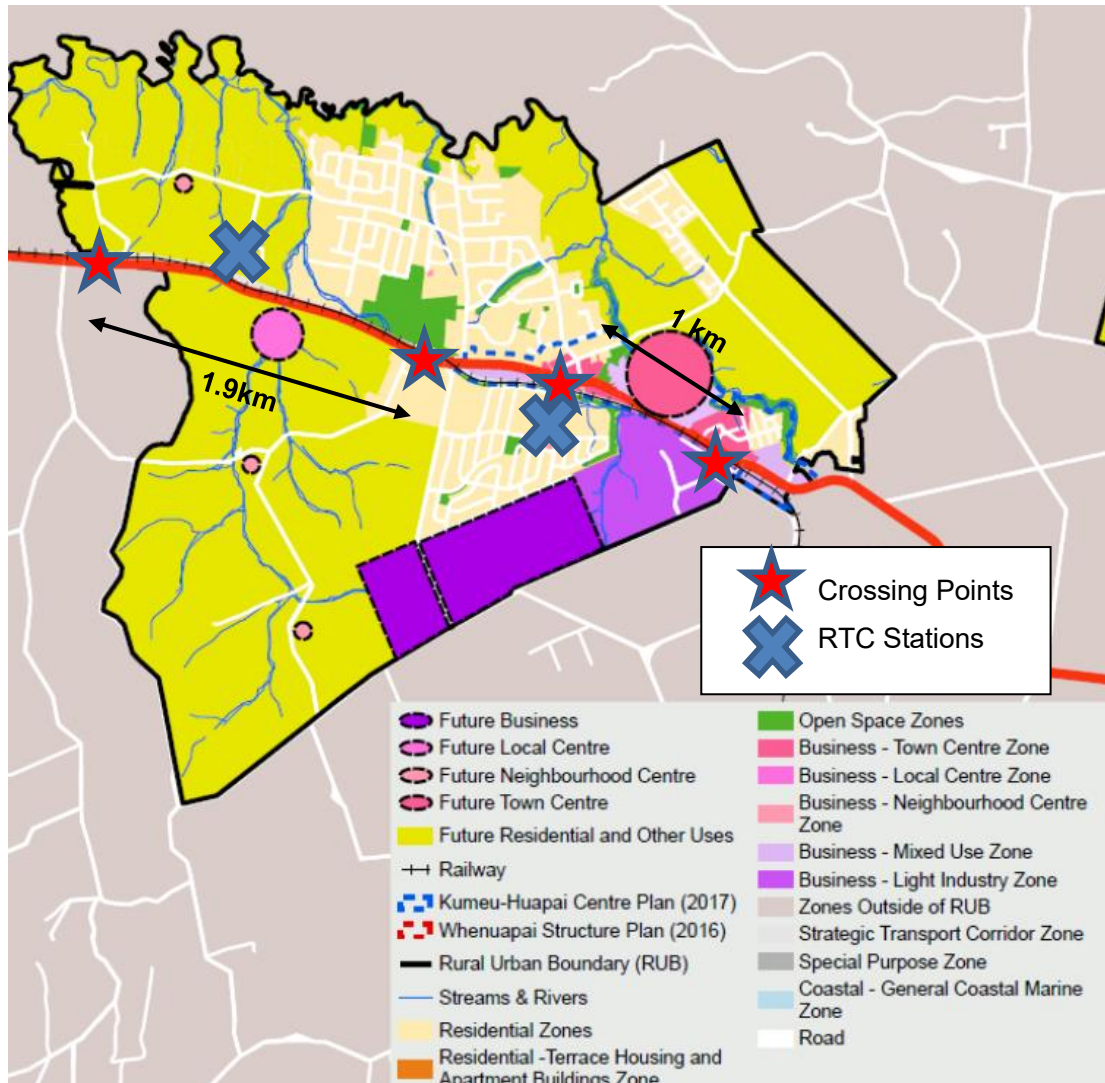


Figure 1: Heavy rail/Rapid Transit crossing points, land use strategy and proposed stations

It is therefore recommended that the number of heavy rail line/ Rapid Transit Corridor crossings be increased (in particular in the vicinity of the Huapai station and the Kumeu Business-Light Industry zone) so that there is at least one crossing per 400-450 metres, to increase the number of local facilities that can be accessed within a reasonable walking and cycling distances, and thus facilitate mode shift from private vehicles to walking and cycling.

4.6 Pedestrian and cyclist safety

The general arrangement plans for the Alternative State Highway (S1), SH16 Main Road upgrading (S2) and Access Road Upgrade (S4) have some omissions and errors in terms of the provisions shown for pedestrians and cyclists, ("active modes") for example:

- No facilities for active modes to cross the Brigham Creek and Tawa Road interchanges
- Footpaths and cycleways shown extending onto Alternative State Highway ramps
- No active mode crossing facilities across Motu Road
- A dead end in the active mode corridor at the Alternative State Highway/Main Road intersection
- No crossing facilities on SH16 Main Road where pedestrian and cycle facilities terminate on one side of the road
- No crossing facility where the active mode facilities terminate on the eastern side of Access Road.

However, I am satisfied that the extent of the proposed designations provides sufficient room for such facilities to be included.

It should also be noted that an independent Safe Systems Audit is a mandatory requirement for the design of any transport project receiving Waka Kotahi-NZTA funding. These audits review the design and make recommendations on improvements that would minimise death and serious injury resulting from traffic crashes, with specific focus on various types of crashes including pedestrian and cyclist crashes.

This mandatory Safe Systems Audit process is expected to ensure that the further design of the Alternative State Highway (S1), SH16 Main Road upgrading (S2) and Access Road Upgrade (S4) will address the identified omissions and errors in terms of the provisions for pedestrians and cyclists in the general arrangement plans. Thus, these omissions and errors in the general arrangement plans are not a matter to resolve at the NOR stage.

5.0 Submissions

The number of submissions that raised various transportation-related issues is tabulated below.

Transportation Issue Raised		No. Respondents
The Alternative State Highway (S1) should precede the SH16 Main Road upgrade (S2) and the Rapid Transit Corridor and stations (S3, KS, HS)		41
Need for the NORs	Rapid Transit Corridor and stations (S3, KS, HS)	27
	SH16 Main Road upgrade (S2)	13
	Alternative State Highway (S1)	2
	Access Road upgrade (S4)	1
Permanent Effects	Property access	32
	Parking	18
	Greenhouse gases	3
Construction Effects	Property access	31
	Parking	16
	Safety	1
Alternatives to NORs	Alternatives to the Rapid Transit Corridor (S3)	26
	Alternatives to Alternative State Highway (S1)	6
Cross Section of Access Road upgrade (S4)		2
Timing and Integration of NOR projects with other transport projects		5
Inter-dependency of NORs		1

The following sub-sections summarise these transportation-related issues, along with my comments.

5.1 Transport Issue: Alternative State Highway should take precedence over other NORs

Submissions that the Alternative State Highway (S1) precede the SH16 Main Road upgrade (S2) and Rapid Transit Corridor (S3) was raised in submissions across the NORs (15 submissions on S1, 13 submissions on S3, eight submissions on S2, two submission on each of KS and HS and one submission on S4.)

Many of these submitters opposed the SH16 Main Road upgrade (S2) and the Rapid Transit Corridor (S3) on the basis of the impact they would have on the existing Kumeu and Huapai businesses on SH16. It was suggested that if these projects must proceed, then they should be preceded by the Alternative State Highway, to ease traffic on SH16 Main Road by providing an alternative route.

As discussed in Section 4.2 above, to mitigate the transport effects of construction of the SH16 Main Road upgrade (S2) and the Rapid Transit Corridor (S3), I recommend a condition be added

that works on the Alternative State Highway (S1) and Access Road Upgrade (S4) are completed and open to traffic before work is begun on the SH16 Main Road upgrade (S2), and the components of the Rapid Transit Corridor (S3) through the developed commercial areas of Kumeu and Huapai.

Alternatively, the impacts of construction could be mitigated by a condition that road capacity, equivalent to one through lane of traffic in each direction, be maintained on either SH16 Main Road or the Alternative State Highway at all times during construction of the SH16 Main Road upgrade (S2) and Rapid Transit Corridor (S3), excepting the intersections of SH16 Main Road with Access Road and Harikoa Street, where two through lanes is required in each direction to maintain capacity.

5.2 Transport Issue: Need for the Rapid Transit Corridor and stations

Twenty submissions on the Rapid Transit Corridor and seven submissions on its stations opposed the NOR for the Rapid Transit Corridor and stations (S3, KS and HS) on the grounds that Kumeu-Huapai is congested with traffic that is passing through, and trucks and vehicles that use SH16 to access areas north of Auckland, and the Rapid Transit Corridor and stations would not provide for this travel.

I agree that this is the case. The Alternative State Highway (S1) and Access Road Upgrade (S4) are intended to cater for such traffic. Nevertheless, as discussed in Section 4.1, the Assessment of Transport Effects report shows that the provision of the Rapid Transit Corridor and stations (S3, KS and HS) attracts a sufficient level of public transport patronage away from private motor vehicle travel to enable SH16 Main Road (S2), the Alternative State Highway (S1) and Access Road Upgrade (S4) to accommodate motor vehicle traffic with an acceptable level of service. This would not be the case if the Rapid Transit Corridor and stations was omitted.

I therefore support the need for the Rapid Transit Corridor and stations.

5.3 Transport Issue: Need for the SH16 Main Road upgrade

Eight submissions on the SH16 Main Road upgrade (S2) suggest that the upgrade is not necessary, and/or that the cycle and pedestrian facilities would be better placed along river banks and through parks. The latter point was also made in four submissions on the Rapid Transit Corridor (S3).

As Section 6.2 of the Assessment of Transport Effects report discusses, the current SH16 Main Road layout is heavily weighted to general traffic which reflects the currently predominant travel mode. As the area becomes urbanised, the function of this corridor is to change, to a local access function, with more reliance on walking and cycling. The purpose of the SH16 Main Road upgrade is to enable the layout of the corridor to meet this changed function. Providing cycle and pedestrian facilities along river banks and through parks would fail to provide for the levels of walking and cycling that are expected in the future Kumeu-Huapai urban area accessing existing and future businesses and other activities along the SH16 Main Road corridor.

One submission suggests that the active mode corridor north of Trigg Road is excessive and not needed. This submission overlooks the fact that the Kumeu-Huapai Future Urban Zone extends well to the north of Trigg Road. Omitting the active mode corridor north of Trigg Road would fail to provide for walking and cycling in the northern section of the future Kumeu-Huapai urban area, for example active mode access to the Huapai rapid transit station.

One submission suggested that the active mode corridor outside the Kumeu Village was not needed because it is not a dense residential area. This submission overlooks the fact that the designation is sought to provide transport infrastructure to serve Kumeu-Huapai in the future, when there will be dense residential areas.

I therefore support the need for the SH16 Main Road upgrade.

5.4 Transport Issue: Need for the Alternative State Highway

Two submissions suggest there is no need for the Alternative State Highway (S1). One suggests widening the existing SH16 Main Road instead. Section 9.1 of the Assessment of Transport Effects report advises that removing through traffic from SH16 Main Road (via S1 and S3) creates the opportunity to redesign the corridor with upgraded walking, cycling, safety outcomes, provide more travel choices for walking and cycling, improve local trip connectivity and access to the town centre adjacent to SH16. Widening the existing SH16 Main Road instead would be contrary to these objectives.

The other submission suggests upgrading SH16 Main Road with light rail or a bus corridor instead of providing the Alternative State Highway. Their suggested alternative is essentially the Rapid Transit Corridor (S3). As discussed in Section 4.1 above, the transport modelling indicates that should any single NOR not be approved, the remaining NORs may be unable to completely fulfil their transport objectives. This would certainly be the case if the Alternative State Highway did not proceed.

I therefore support the need for the Alternative State Highway.

5.5 Transport Issue: Need for the Access Road Upgrade

One submission on the Access Road Upgrade suggests that “Kumeu is already congested with traffic. This will not fix it.”

As stated in Section 8.1.1 of the Assessment of Transport Effects report, Access Road plays a key role in connecting the existing urban areas and Future Urban Zone to both the Rapid Transit Corridor via the SH16 Main Road Upgrade, and the Alternative State Highway. The Access Road upgrade will enable the function of Access Road to change from an existing rural two-lane road to a low-speed four-lane arterial with facilities for vehicles, and active modes.

Without the upgrade, Access Road would not be able to safely and efficiently accommodate the levels of vehicle and active mode activity expected when the Kumeu-Huapai Future Urban Zone is developed and the Alternative State Highway is built.

I therefore support the need for the Access Road Upgrade.

5.6 Transport Issue: Permanently maintaining local property access

Submissions that access for all transport modes (especially motorists and pedestrians) be maintained for affected properties when construction of the NOR projects are completed was most commonly raised in connection with the SH16 Main Road upgrade (22 submissions), but also for the Rapid Transit Corridor (seven submissions), the Kumeu Station (four submissions) and the Access Road Upgrade (two submissions).

The Assessment of Transport Effects report advises that the design approach for the SH16 Main Road corridor, in combination with the proposed Rapid Transit Corridor, has been to continue to facilitate direct vehicle access to existing properties, where necessary, through the inclusion of the median between the traffic lanes and by either re-grading existing access or relocating the driveway access. However, in some circumstances (as discussed in Section 6.4.6 of the Assessment of Transport Effects report), it has been necessary to provide access via new private roads.

I recommend that an NOR condition reiterate the design approach that the SH16 Main Road and Rapid Transit Corridor projects facilitate access to existing properties.

5.7 Transport Issue: Permanent adverse parking effects

Submissions that parking loss be avoided or minimised was most commonly raised in connection with the SH16 Main Road upgrade (eight submissions) and the Rapid Transit Corridor (eight

submissions), and in particular at the Kumeu Shopping Village (ten submissions), although two submissions raised this concern in connection with the Kumeu Station and one in relation to the Access Road upgrade.

Specifically relating to the Kumeu Shopping Village, Section 6.4.6 of the Assessment of Transport Effects report advises that “given the anticipated future land use and transport context, it is considered that the identified loss of on-street parking can be satisfactorily managed in combination with broader parking strategies that will complement the locations proximity to the Kumeū town centre and Kumeū Station. Notwithstanding the above, the current AT Parking Strategy identifies that, if there is a significant loss of on-street parking on an arterial road, AT will complete a parking assessment. This would evaluate the loss of parking in the context of the broader on-street and off-street provision, as well as the land use and transport environment at that time, and identify potential parking mitigation measures, where necessary. This is a matter that can therefore be appropriately addressed at the time of implementation.”

As discussed in Section 4.4 above, as a result of the National Policy Statement for Urban Development, minimum parking requirements for activities have been removed from the Auckland Unitary Plan (AUP), and therefore I understand that a parking shortfall is not a transport effect that the Council can consider at the NOR stage.

5.8 Transport Issue: Greenhouse gas emissions

One submission opposed the Alternative State Highway (S1), SH16 Main Road upgrading (S2) and the Rapid Transit Corridor (S3) designations on the grounds that they do not expand and improve public transport or address climate change. Another submission opposed the Access Road upgrade (S4) for the same reasons.

It is acknowledged that S1 and S2 would have a limited role in improving public transport. It is the role of the Rapid Transit Corridor and stations (S3, KS and HS) to improve public transport. However, a significant proportion of motor vehicle traffic in Kumeu and Huapai is through traffic, or traffic travelling between Kumeu-Huapai and rural areas. Public transport will not provide a viable travel alternative for much of this traffic. Without S1, this traffic would travel in very congested conditions on SH16 Main Road, with a resulting increase in emissions.

Policy 1 of the National Policy Statement on Urban Development (May 2022) is that planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum, and amongst other things, “support reductions in greenhouse gas emissions.” Section 28.1 of the Assessment of Environmental Effects report acknowledges that under Section 171(1)(a) of the Resource Management Act a territorial authority, in making a recommendation on a NOR, must have particular regard to, amongst other things, any relevant provisions of a national policy statement, and advises that Table 28-1 of that report assesses the NW Strategic Package against this requirement. Yet the assessment of the NORs against Policy 1 of the National Policy Statement on Urban Development does not discuss the impact of the NORs on greenhouse gas emissions, and Figure 4-2 in the Assessment of Transport Effects report, which shows the transport network outcomes of the NORs, does not mention the effect on greenhouse gas emissions.

I suggest that the Applicant address the impacts of the NORs on greenhouse gas emissions in evidence.

5.9 Transport Issue: Property access and parking impacts during construction

Concern over construction impacts on property access and parking was most commonly raised in connection with the SH16 Main Road upgrade (19 submissions), and in particular at the Kumeu Shopping Village (14 submissions), although six submission raised this concern in connection with the Rapid Transit Corridor, two submissions raised this concern in connection with the Kumeu Station and two in relation to the Access Road upgrade.

Submissions raised the concern that the NORs did not include a Construction Traffic Management Plan, (CTMP) and suggested that access and parking impacts during construction be addressed by including various conditions in such a management plan that require it to:

- maximise parking and access for all transport modes
- be prepared in consultation with the Submitter
- be provided to Council, along with Submitter comments
- require Council approval

The Applicant has proposed conditions for the NORs, including condition 18 to apply to all NORs that a CTMP shall be prepared prior to the start of construction for a stage of work, and that the objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include, amongst other things, “methods to maintain vehicle access to property and / or private roads where practicable, or to provide alternative access arrangements when it will not be.”

It is noticeable that this proposed condition only relates to maintaining vehicle access and does not mention pedestrian access or parking. It is recommended that this condition be modified so that the CTMP shall include “methods to maximise access to property for all transport modes and / or private roads and paths where practicable, or to provide alternative access arrangements when it will not be” and “methods to maximise private and public parking where practicable.”

In terms of consultation, the proposed conditions include condition 15 requiring that a Stakeholder Communication and Engagement Management Plan (SCEMP) shall be prepared prior to the start of construction for a stage of work, with the objective of identifying how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.

This proposed condition does not specifically require the SCEMP to consult directly affected and adjacent owners and occupiers of land to be consulted on the Construction Traffic Management Plan. To address submitter concerns, it is recommended that this condition require the SCEMP to engage with directly affected and adjacent owners and occupiers of land when preparing the Construction Traffic Management Plan.

In terms of Council input, the CTMP and SCEMP will be prepared as part of the Outline Plan of Works. Section 176A(1) of the Resource Management Act 1991 requires that “an outline plan of the public work, project, or work to be constructed on designated land must be submitted by the requiring authority to the territorial authority to allow the territorial authority to request changes before construction is commenced.” This section of the Act requires that the outline plan must show, amongst other things, the vehicular access, circulation, and the provision for parking. The Act also empowers the territorial authority to request the requiring authority to make changes to the outline plan, and appeal against the decision to the Environment Court should the requiring authority decide not to make the changes requested. I believe these requirements provide the Council input into the CTMP that these submitters seek.

5.10 Transport Issue: Bus services during construction

One submission expressed concern about the continuation of local bus services during project construction. I note that there is no specific mention for this in the CTMP conditions proposed by the Applicant. It would be appropriate to ensure public transport services are maintained during project construction, and I therefore recommend the addition of the following to the list of items that the CTMP shall include:

- x. *Methods to ensure existing public transport stops and services remain accessible to the public.*

5.11 Transport Issue: School safety impact during construction

The Matua Ngaru School and the Huapai District School are both located near the designations for the SH16 Main Road upgrade (S2) and the Rapid Transit Corridor (S3). The Ministry of Education has submitted that the construction-related effects on these schools need to be

appropriately addressed and managed in the CTMP and SCEMP. A particular concern is the impact of construction traffic on students walking or cycling to school, students getting out of cars at peak drop-off and pick-up times.

The Applicant's proposed CTMP conditions includes a requirement that the CTMP include "the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion." The Ministry of Education submission requests a more specific requirement for the CTMP to include:

- a. *How heavy vehicles will avoid travelling past the schools listed in the table below during school before-school and after-school travel times during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. 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 engaged with and added to the table below. Heavy vehicle movements must avoid these new schools at their peak before-school and after-school travel times.*

School	Address	Restricted roads	Restricted time
Matua Ngaru School	47 Gilbransen Road, Kumeū 0891	Gilbransen Road and VanRixel Drive	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
Huapai District School	40 Station Road, Kumeū	Station Road.	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>

- b. *Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.*
- c. *Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.*

I support these proposed additions to the CTMP conditions.

An issue not raised in the Ministry submission is the maintenance of safe routes for pedestrians and cyclists to and from the schools. I recommend an additional requirement that the CTMP as follows:

- d. *Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.*

The Ministry is also concerned that the Applicant's proposed SCEMP implies that there will be "communication" rather than "consultation" or "engagement" with directly affected and adjacent landowners. I do not agree with this suggestion – the SCEMP condition clearly states that the objective of the SCEMP is "to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be **engaged** with throughout the Construction Works."

I agree with the Ministry that Matua Ngaru School and Huapai District School are key stakeholder in this project and agree with the submission that specific engagement should be required to manage construction effects on the school. The Ministry suggests that the SCEMP be required to include:

- (ix) *methods for engaging with Matua Ngaru School and Huapai District School. The schools must be contacted ten working days prior to the start of any construction within 100m of the school boundary.*

I believe that such a requirement is consistent with the intent of the SCEMP, and agree with it being added as a requirement of the SCEMP.

5.12 Transport Issue: Alternatives to the Rapid Transit Corridor

Ten submissions suggested passenger rail services on the existing North Auckland Line as an alternative to the proposed Rapid Transit Corridor, Page 32 of the Assessment of Alternatives Report advises that heavy rail options were discarded because the existing North Auckland Line alignment does not connect to key destinations at Whenuapai and Westgate, because the existing single track would not meet rapid transit service expectations and has potential conflicts between freight and passenger sharing with different speeds, requiring additional track (with subsequent widening), and because constraints associated with reintroducing passenger rail through Waitakere Tunnel are complex and costly.

Seven submissions proposed that bus lanes be added to the Alternative State Highway, while nine submission supported the Future Kumeu proposal that the Rapid Transit Corridor join the Kumeu-Huapai Future Urban Zone at the intersection of Station Road with Access Road, and then proceed north-west along a promulgation of Station Road to join SH16 Main Road west of Huapai. Page 31 of the Assessment of Alternatives Report advises that options to locate the Rapid Transit Corridor within the south-west of the Future Urban Zone have been discarded because they would have lower ridership than a rapid transit service on the alignment proposed in the NOR and would not well serve the existing and future population.

As explained in the Assessment of Alternatives report, a variety of alternative options were considered during earlier phases of developing the Rapid Transit Corridor NOR against a variety of criteria including access for existing urban areas, increasing public transport mode share, reliability, and integration with future land use. I accept that the Applicant has given adequate consideration of alternatives and support the proposed Rapid Transit Corridor NOR on transport grounds, in preference to the alternatives proposed in submissions.

5.13 Transport Issue: Alternatives to the Alternative State Highway

Three submissions suggested alternative alignments for the Alternative State Highway: two suggest it be along Old North Road. Page 28 of the Assessment of Alternatives report indicates that an alignment along Old North Road (labelled "SR-SH-K-05") was disregarded as it performed poorly against outcomes and was equal worst for effects on landscape and environment due to potential effects on large stands of native vegetation, and being elevated near an Outstanding Natural Landscape. One submission suggests a ring road around the Kumeu/Huapai Shops while another suggested a bypass of Kumeu and Riverhead but they did not specify a location.

As explained in the Assessment of Alternatives report, a variety of alternative options were considered during earlier phases of developing the Alternative State Highway NOR against a variety of assessment criteria including access for existing urban areas, severance of the existing community, and integration with future land use. I accept that the Applicant has given adequate consideration of alternatives and support the proposed Alternative State Highway NOR on transport grounds, in preference to the alternatives proposed in submissions.

5.14 Transport Issue: Cross section of Access Road upgrade

Two submissions challenge the need for the Access Road upgrade (S4) designation to provide for two south-west bound lanes on Access Road between Main Road and Wookey Lane.

I agree that the need for two south-west bound lanes on the northern end of Access Road is not clear. In the first instance, the proposed configuration of the SH16 Main Road / Access Road

intersection shown in sheet 2 of the SH16 Main Road upgrade drawings shows that only one lane of either left turning or right turning traffic off SH16 Main Road will be discharged at a time into Access Road from that intersection. In the second instance, Table 8-3 of the Assessment of Transport Effects report advises that the forecast traffic on Access Road in 2048 is 22,000 vehicles per day on the southern section of Access Road. On the section of Access Road north of Station Road, the forecast traffic volume is only 7,000 vehicles per day. While a daily traffic volume of 22,000 vehicles per day generally justifies a four-lane road, 7,000 vehicles per day does not.

Thus, it is not clear why the width of the Access Road upgrade NOR should provide for a four-lane road north of Station Road. The Applicant may wish to address this in evidence.

5.15 Transport Issue: Integration of NOR projects with other transport projects

Five submissions raise concerns about the practical delivery and integration of the six strategic NORs, the eight local arterial NORs, and the completion of incomplete transport projects surrounding the Westgate Town Centre, such as the Northside Drive overbridge, link to Trigg Road, and motorway ramps, the Westgate bus interchange, and the upgrading of Fred Taylor Drive between SH16 and Don Buck Road.

The ability of the strategic NOR projects to completely fulfil their objectives does rely on their integration with infrastructure that is as yet not built. For example, the forecast level of use of the Rapid Transit Corridor relies on the construction of the Westgate bus interchange and the new public transport corridor from Westgate to the Brigham Creek interchange, while the forecast level of use of the Regional Active Modes Corridor relies on the construction of cycle facilities from Westgate to the Brigham Creek interchange.

It would be helpful if the Applicant could comment in evidence how it is proposed that the implementation of the Strategic NOR projects will integrate with the timing of other projects the Applicant intends to support growth in Auckland's north-west.

5.16 Transport Issue: Inter-dependency of NORs

One submission opposes the NORs because there "has been no assessment made as to how the proposed transport system will perform if individual NoRs are not approved, although it is claimed they can be progressed without being dependent on the other projects."

As I note in Section 4.1 above, the various strategic NORs were evaluated as a package, and the effect of each NOR depends on the other NORs. The traffic modelling suggests that should any single NOR not be approved, the remaining NORs may be unable to completely fulfil their transport objectives. I therefore recommended that the NORs be approved in their entirety, and should any individual NOR not be approved further work is done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NOR projects, and the ability of that additional capacity to be provided within the proposed NOR designations.

6.0 Conclusions and recommendations

Overall, I consider that the NORs meet the Resource Management Act requirement to be "reasonably necessary" to accommodate travel associated with, and thus enable the future development of, the Future Urban Zone land, and to achieve the other objectives of the NORs.

To manage the transport effects of the NORs, I recommend additional conditions as follows:

- i. As the heavy rail line and Rapid Transit Corridor forms a barrier between development to their north and south, which will undermine mode shift from private vehicles to active modes and active mode access to employment and social amenities, it is recommended that:

the number of heavy rail/Rapid Transit Corridor crossings be increased so that there is at least one crossing per 400-450 metres, to provide a more connected street

network, and increase the number of local facilities that can be accessed within a reasonable walking and cycling distances, and thus facilitate mode shift from private vehicles to walking and cycling.

- ii. To reiterate the design approach for the SH16 Main Road and Rapid Transit Corridor projects, a condition is recommended that:
The SH16 Main Road corridor, in combination with the proposed Rapid Transit Corridor, facilitate direct vehicle access to existing properties.
- iii. To manage impacts during construction, it is recommended that:
Works on S1 – Alternative State highway and S4 – Access Road (including improvements to the Access Road intersection with SH16 Main Road as necessary) are completed and open to traffic before work is begun on the work in S2 – SH16 Main Road, and the components of S3- Rapid Transit and Active Modes Corridor through the developed commercial areas of Kumeu and Huapai.
- iv. Because, should any single NOR not be approved, the remaining NORs may be unable to completely fulfil their transport objectives, it is recommended that:
the NORs be approved in their entirety, and should any individual NOR not be approved further work is done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NOR projects, and the ability of that additional capacity to be provided within the proposed NOR designations.

Alternatively, the impacts of construction could be mitigated by a condition that road capacity, equivalent to one through lane of traffic in each direction, be maintained at all times on either SH16 Main Road or the Alternative State Highway during construction of the SH16 Main Road upgrade (S2) and Rapid Transit Corridor (S3), excepting the intersections of SH16 Main Road with Access Road and Harikoa Street, where two through lanes is required in each direction to maintain capacity.

To manage impacts during construction, for the reasons outlined in this memorandum, I also recommend modifications to some conditions as follows:

- v. That condition 15, for a Stakeholder Communication and Engagement Plan, be modified by adding conditions that:
Members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land be engaged in the preparation of that Plan.
- vi. That condition 15, for a Stakeholder Communication and Engagement Plan, be modified by adding to the list of what the SCEMP shall include to achieve its objective:
Methods for engaging with Matua Ngaru School and Huapai District School. The schools must be contacted at least ten working days prior to the start of any construction within 100m of the school boundary.
- vii. That condition 18(b)(vi), specifying one of the elements that a Construction Traffic Management Plan must include to achieve its objective, be modified by deleting the word “vehicle” and adding the words in bold below:
*Methods to maintain ~~vehicle~~ access to property and / or private roads **for all transport modes** where practicable, or to provide alternative access arrangements when it will not be;*
- viii. That condition 18(b), specifying the elements that a Construction Traffic Management Plan must include to achieve its objective, also include the following:
Methods to ensure existing public transport stops and services remain accessible to the public.

How heavy vehicles will avoid travelling past the schools listed in the table below during school before-school and after-school travel times during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. 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 engaged with and added to the table below. Heavy vehicle movements must avoid these new schools at their peak before-school and after-school travel times.

Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.

Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.

Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.

Finally, to allow the NORs to be adequately assessed, I recommend that the Applicant address the following matters in evidence:

- demonstrating how the NORs support reductions in greenhouse gas emissions.
- explaining why the Access Road upgrade NOR provides for a four-lane road north of Station Road, when the forecast 2048 traffic volume is only 7,000 vehicles per day, and
- commenting on how it is proposed that the implementation of the Strategic NOR projects will integrate with the timing of other projects the Applicant intends to support growth in Auckland's north-west.



Anatole Sergejew
Senior Associate
Traffic Planning Consultant Ltd.

Appendix 3B

Parks and Recreation Effects Review

To: Robert Scott, Consultant Reporting Planner

From: James Hendra – Consultant Parks Planner, on behalf of Parks Planning, Parks & Community Facilities Department, Auckland Council

CC: Todd Elder – Senior Policy Planner
Rahman Bashir – Senior Parks Planner
Hester Gerber – Parks Planning Team Leader

**Subject: Supporting Growth Alliance – Strategic NoRs Northwest
Parks Planning Assessment**

1.0 Introduction

- 1.1 My name is James Anthony Hendra. I hold the qualifications of Master of Planning Practice (hons) from the University of Auckland and Bachelor of Business from Auckland University of Technology. I am a full member of the New Zealand Planning Institute and a member of the New Zealand Recreation Association.
- 1.2 I have over 17 years' professional planning experience, including 11 years in specialist open space planning and public policy roles. I am director and principal planner at WLA, a resource management, landscape architecture and project management practice.
- 1.3 Parks Planning have been requested to review the impacts of the Northwest Strategic NoRs on council's parks and open spaces.
- 1.4 My involvement in this application has been to assess and report from a public open space perspective, on behalf of Parks Planning (Auckland Council).
- 1.5 In writing this memo, I have reviewed the following documents:
- AEEs by Beca
 - Social Impact Assessment by Beca
 - Assessment of Transport Effects by Beca
 - General Arrangement Plans by Te Tupu Ngātahi (SGA)
 - 92 response memo by Te Tupu Ngātahi 23 March 2023
 - Proposed condition sets S1, S2, S3, S4.
- 1.6 I have received technical input from Tracey Hodder and Matt Woodside, Parks and Places Specialists, Alan Christensen, Manager - Land Advisory Services Parks & Community Facilities.

This memo is structured as follows:

- Introduction
- Overview
- Key Issues
- Assessment of Effects on Open Spaces
- Route Protection Phase Effects: Pre-construction
- Construction Phase Effects
- Post Construction Effects: Property Matters
- Public Works Act 1981 (PWA) compensation
- Reserves Act 1977
- NoR S1, S2 and S3 – Assessment of Effects on Open Spaces
- S3 Rapid Transit Corridor – Fred Taylor Park

- Fred Taylor Park – Submission
- S2 SH16 Upgrade – Huapai Recreation Reserve (Huapai Domain)
- S3 Rapid Transit Corridor – Huapai Recreation Reserve (Huapai Domain)
- Huapai Recreation Reserve – Submission
- S4 Access Road Local Upgrades – Kumeū Community Centre
- Northwest Strategic S1, S2, S3 conditions assessment
- Northwest Strategic – SGA recommended new conditions
- Northwest Strategic S4 – recommended new condition.

2.0 Overview

- 2.1 I defer to the reporting planner to provide a detailed description of the NoRs. This memo focuses on the impacts of the Strategic NoRs on parks and open spaces, proposed mitigation, recommendations to manage impacts more effectively via amendments to proposed conditions and new conditions.
- 2.2 The overall objectives and intent of the transport projects are supported; however, concerns are raised with respect to the adequacy of mitigation proposed and the degree of council involvement provided for in decisions and outcomes on open spaces.
- 2.3 The proposed designated areas will affect public open spaces which provide for both passive and active recreation and community facilities enjoyed by the local and wider communities. The project will affect each location differently.
- 2.4 Route protection, construction effects, and long-term loss of open space land may result in adverse effects which may be significant if not recognised and mitigated appropriately.
- 2.5 For reference, **Appendix A** contains Memo by SGA, 22/03/2023 where commitments are made with respect to open space outcomes and conditions.

3.0 Key Issues and high-level recommendations

- 3.1 Pre-construction route protection halts council's ability to upgrade affected areas of open spaces for up to 20 years. Relief by way of amended and new conditions is sought to enable council to reasonably maintain and upgrade existing parks facilities within the designated areas.
- 3.2 Construction stage management plan conditions do not provide for assessment of open space use and functions, or require involvement of council, which is necessary to determine effects on open spaces, and consequently determine how these are best managed and/or mitigated. Amendments and new conditions are recommended to require assessment of open space use and function at the time of construction, and to enable council involvement.
- 3.3 The designated area within the Huapai Recreation Reserve and Fred Taylor Park significantly impacts upon council's ability to develop of the parks for existing and future uses, with impacts on access and the overall design. Relief is sought by way of SGA resourcing masterplans to provide certainty of outcomes and to inform any agreements for mitigation.

4.0 NoRs S1, S2, S3, S4 - Assessment of Effects on Open Spaces

Table 2: Affected Open Spaces

NoR S1 – Alternative State Highway				
Reserve name	Open Space Zone	Address	Land	Designated area
Fred Taylor Park	Sport and Active Recreation Zone	184 Fred Taylor Drive	Held under the LGA 2002 for 'Recreation Ground' purposes	11,960 m ²

NoR S2 – SH16 Upgrades				
Huapai Recreation Reserve	Sport and Active Recreation Zone	2a Tapu Road (also 46 Tapu Road)	Classified 'Recreation Reserve' under the Reserves Act 1977	656 m ²
NoR S3 – Rapid Transit Corridor				
Huapai Recreation Reserve	Sport and Active Recreation Zone	2a Tapu Road (also 46 Tapu Road)	Classified 'Recreation Reserve' under the Reserves Act 1977	24,618m ²
Fred Taylor Park	Sport and Active Recreation Zone	184 Fred Taylor Drive	Held under the LGA 2002 for 'Recreation Ground' purposes	14,681 m ²
NoR S4 – Access Road Local upgrades				
Kumeū Community Centre	Sport and Active Recreation Zone	35 Access Road, Kumeū	Classified 'Recreation Reserve' under the Reserves Act 1977	1,199 m ²

4.1 Effects on open spaces are proposed to be mitigated via:

- 1) Proposed conditions.
- 2) An agreement with Council and Public Works Act (PWA) monetary compensation.

These are outlined below.

Proposed conditions

4.2 Relevant proposed conditions include:

- **Urban Landscape Design Management Plan**
- **Construction Traffic Management Plan**
- **Construction Environmental Management Plan**
- **Stakeholder Communication and Engagement Management Plan.**

4.3 Conditions are reviewed later in this memo with amendments recommended to ensure effects on open spaces are more adequately mitigated and that council is involved in construction and design decisions which affect open spaces.

Potential Agreement with Council (Community Facilities – Parks)

4.4 In addition to conditions, the SGA relies upon past and future consultation and potential agreements with Auckland Council Community Facilities to mitigate adverse impacts upon open spaces¹.

“Te Tupu Ngātahi have engaged with Auckland Council Community Facilities team throughout the development of the NW Strategic Package to consider effects on park assets and how these can be appropriately managed. Waka Kotahi, as the requiring authority for the ASH and RTC, will continue to work with Auckland Council Community Facilities to reach an agreement on long term use of Fred Taylor Park and Huapai Recreation Reserve, including any replacement facilities, be it in its current location or at an agreed offsite location.”

4.5 The SGA has undertaken some consultation with council with respect to effects of the designations on parks and community facilities. Preparation of an agreement with respect to outcomes and compensation at Huapai Recreation Reserve (only) has started but is not finalised.

¹ AEE pg. 8

- 4.6 The issue of the AEE assessment relying on agreements which are not in place was queried and the SGA provide a memo, described to follow.

Supporting Growth Alliance – Memo (22 March 2023)

- 4.7 In response to section 92 questions, an SGA memo sets out ‘Adverse Effects and the Approach to Mitigation’ (refer Appendix A). The memo updates the position of the SGA and offers conditions of consent to be provided at the hearing.
- 4.8 Excerpt below.

Adverse Effects and the Approach to Mitigation

Potential adverse effects may arise as a result of disruption during construction and as a result of loss of parkland/open space footprint or functionality. It is proposed to manage these effects via the proposed designation conditions, an agreement with Council and the Public Works Act (PWA).

The following conditions will manage construction effects and the re-integration of construction areas:

- ***Urban Landscape Design Management Plan*** – this will detail how the RTC and ASH projects will integrate with adjacent open space, and will require construction areas to be reinstated.
- ***Construction Traffic Management Plan*** – this will detail methods to maintain access to the park.
- ***Construction Environmental Management Plan*** – this will detail the management procedures and construction methods to mitigate any adverse effects associated with construction works, as far as practicable.
- ***Stakeholder Communication and Engagement Management Plan*** – this will detail the methods to engage with impacted stakeholders, including Council Parks and sports clubs within the park.
In addition to the proposed conditions Waka Kotahi is negotiating agreements with Auckland Council. The agreement will seek to maintain an equivalent level of service to that provided by Council Parks at Huapai Domain and Fred Taylor Park.

The agreement(s) that are being negotiated with Council will broadly seek to achieve the following objectives:

- *Engagement with Auckland Council on the reconfiguration of the Parks and access arrangements, including timing of the re-configuration;*
- *The repair and reconfiguration of the Parks to be undertaken during/following construction;*

and

- *There will be no loss of service to the Parks following construction.*

In addition, land that is acquired from the Parks for the projects will be compensated under the PWA, as required.

Effects after Mitigation

Supporting Growth considers that with the conditions and with the objectives of the agreement(s) in place any adverse effects on Huapai Domain and Fred Taylor Park will be minor or less than minor.

If an agreement with Council Parks is not achieved by the time of the hearing we intend to offer a designation condition which will require Waka Kotahi to achieve the outcome and objectives set out above.

- 4.9 At the time of writing an agreement is not in place. Therefore, the SGA will offer designation conditions in principle to require and achieve:

- Engagement with Auckland Council on the reconfiguration of the Parks and access arrangements, including timing of the re-configuration;
 - The repair and reconfiguration of the Parks to be undertaken during/following construction; and
 - There will be no loss of service to the Parks following construction.
- 4.10 The conditions offered in principle are supported by Parks Planning. In particular, the commitment to 'no loss of service' is considered critical to ensure that at least service levels provided at the time of construction are maintained following construction.
- 4.11 The SGA has not provided the new conditions to review pre-hearing. Review of the conditions is critical to ensure that the stated outcomes are ensured.

5.0 Route Protection Phase Effects: Pre-construction

- 5.1 The route protection phase of the project occurs from notification of the NoR until the design and construction phase. This phase may be up to 20 years in duration.
- 5.2 The effect of route protection is that council cannot develop the affected areas of open space and facilities without the prior written consent of the Requiring Authority.
- 5.3 Section 176 of the RMA requires permission from the Requiring Authority to do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—
- (i) undertaking any use of the land; and
 - (ii) subdividing the land; and
 - (iii) changing the character, intensity, or scale of the use of the land.
- 5.4 The purpose of the project is to provide transport infrastructure to support the significant growth expected across the Northwest. With growth, demand for new open spaces and pressure on existing open spaces to do more on the limited existing land, will also increase.
- 5.5 Insofar as the NoR affects open space land, council's ability to meet the recreational needs of community's experiencing growth, increased density, and the increased demand for people to recreate is restricted by the s176 permission process, particularly at active recreation reserves where the designation will affect access and existing facilities.
- 5.6 The impact of a NoR on an open space can extend beyond just the footprint of the designated area. This is because, in the context of a park, design and functional aspects are interrelated and interconnected. A park is designed and developed in the whole, considering multiple functions and environments.
- 5.7 Displacing, for example, parking and access at Huapai Recreation Reserve, will have follow on effects for the use and development of the remainder of the park. Complete new vehicle accesses and parking areas will be required, and the rest of the functions rearranged.
- 5.8 The methods proposed to mitigate pre-construction effects are an information website and a SCEMP condition². These methods do not address the effects of open space land and facilities being in stasis over the route protection period.
- 5.9 It is recommended that adverse route protection phase effects be more effectively mitigated via conditions which would allow for the appropriate renewal, upgrade and replacement of parks facilities within the designation footprint.

² AEE section 23.4 pg. 160

- 5.10 For context and precedent, the SGA proposes section 176 conditions for the SGA A2B NoR³, which provide for renewal, upgrade and replacement of existing parks facilities. These conditions provide a blanket s176 approval, integrated with the condition commonly applied to infrastructure, as detailed later in this memo.
- 5.11 An immediate route protection or pre-construction effect is that the affected open spaces need to be redesigned due to the direct or consequential effects. A potential method to mitigate this effect is for the SGA to resource the redesign work and develop masterplans in partnership with the council. A condition to this effect is recommended.

6.0 Construction Phase Effects

- 6.1 Unmitigated, construction activities located near and within open spaces may result in restricted or no access for periods of time. This would impact upon people's ability to access and enjoy open space destinations, and less obviously, council's essential ability to maintain and service assets.
- 6.2 Construction phases are expected to occur over a 4 to 5 year period. The primary methods proposed to mitigate construction effects are conditions, notably:
- Stakeholder Communication and Engagement Management Plan (SCEMP)
 - Construction Noise and Vibration Management Plan (CNVMP)
 - Urban and Landscape Design Management Plan (ULDMP)
 - Construction Traffic Management Plan (CTMP).
- 6.3 Conditions are assessed later in this memo. In summary, amendments are recommended to require council involvement and to improve management of construction effects.
- 6.4 The AEE recognises adverse construction effects on open spaces⁴.

“Community Facilities

During construction, normal access and enjoyment of some community facilities will be affected, including Huapai Recreation Reserve (by the RTC), the Kumeū Community Centre and Kumeū Showgrounds (Access Road) and Fred Taylor Park (ASH and RTC).

Sections of Huapai Recreation Reserve may be off-limits to the public, and access from SH16 will be closed to the public. This is a large, well-used community resource that is home to a number of community facilities and activities as well as a popular location for informal recreation. This has the potential to affect community cohesion if people no longer have opportunities to participate in activities that usually connect them to others in the community.

Construction may impact the Kumeū Community Centre and the Kumeū Showground's ability to fully operate (temporarily) if construction works outside the facility and in the frontage of each facility are disruptive.”

- 6.5 The SIA acknowledges significant construction effects on Huapai Recreation Reserve and that suitable mitigation is not in place. Mitigation is not determined and is noted as requiring further work with Auckland Council to develop and agree⁵.

“There will also be significant impacts on Huapai Domain during construction without mitigation, as parts of the Domain will become unusable to the public. This recreation facility is currently well used by the public (and will likely be even more heavily used as the population in the surrounding area grows) and it is recommended that the current discussions with Auckland Council to find a suitable mitigation option continue.”

³ SGA (Waka Kotahi and Auckland Transport) Airport to Botany NoR, proposed revised conditions Feb 2023

⁴ AEE section 23.5 Construction Phase pg. 160

⁵ SIA pg. 61

6.6 The SIA also acknowledges:

“The extent of construction impacts on Fred Taylor Park, and the amount of land that needs to be acquired for the ASH, have not yet been confirmed. At the time that this SIA was prepared, discussions were still underway with Auckland Council Parks to determine appropriate mitigation for Fred Taylor Park; social impacts relating to Fred Taylor Park will therefore depend on both the scale of land acquisition and the mitigation proposed.”

6.7 The AEE and SIA assessments reflect that there is no assurance that adequate access will be provided to ensure open spaces will remain accessible and operational, noting that the CTMP condition is limited to providing for vehicle access, and only if practicable.

6.8 Without a commitment to achieve multi-modal access and continued function, construction effects on open space are assessed to be likely significant and may continue for a long period of time which may render some active recreation codes unviable for a season or more. If so, this would be significant adverse effect and may also destabilise the viability of clubs who rely on clubrooms, facilities, training and competition fields.

6.9 Construction effects could be mitigated by providing alternative sports and recreation facilities if necessary, or by reconfiguring parks prior to construction to enable provision during construction. The proposal does not propose these outcomes, however, with respect to operational impacts, the supporting SIA recommends that alternative facilities be provided⁶:

“Negative operational impacts include the potential for severance amongst the rural community, as well as a change in outlook for some rural properties. Again, it is recommended that an alternative sports and recreation facility is provided within the wider community, and that park users are involved in site selection so that adverse impacts from the acquisition of part of Fred Taylor Park and Huapai Domain are minimised.”

6.10 As outlined, the SGA has committed to provide conditions at the hearing which ensure *“There will be no loss of service to the Parks following construction.”*

6.11 It is recommended that adverse construction effects be mitigated by extending the existing commitment to *“no loss off service”* to also include the construction phase. If this is not agreed to by the SGA, then the adverse effects construction phase effects would likely result in a loss of service and provision which would be significant at Fred Taylor Park and Huapai Recreation Reserve.

7.0 Post Construction Effects: Property Matters

7.1 The AEE states⁷:

“Community Facilities

Partial acquisition of Huapai Recreation Reserve and Fred Taylor Park for the RTC and ASH will affect the use of this space for exercise and informal recreation and reduction in field capacity has the potential to limit operations.

Te Tupu Ngātahi have engaged with Auckland Council Community Facilities team throughout the development of the NW Strategic Package to consider effects on park assets and how these can be appropriately managed. Waka Kotahi, as the requiring authority for the ASH and RTC, will continue to work with Auckland Council Community Facilities to reach an agreement on long term use of Fred Taylor Park and Huapai Recreation Reserve, including any replacement facilities, be it in its current location or at an agreed offsite location.”

7.2 At the date of this memo, an agreement has not been reached. It remains unclear how the parks can or should be redeveloped post construction. As noted, to mitigate effects during construction, redevelopments and/or alternative facilities should be in place prior to

⁶ SIA pg. 61

⁷ AEE section 24.5 Post Construction pg. 168

construction commencing. If this is required, then post construction functionality and provision should be in place.

Public Works Act 1981 (PWA) compensation

- 7.3 Land acquired for the project, typically 2-3 years prior to construction, entitles landowners to receive compensation under the PWA. The SGA suggests this process with respect to affected parks, however, agreements can be made outside the PWA process.
- 7.4 The issue with monetary compensation for loss of open space is that it is very difficult for the council to acquire equivalent land that is contiguous with existing open spaces.
- 7.5 Active recreation reserves, such as Fred Taylor Park and Huapai Recreation Reserve are designed in the whole with supporting integrated infrastructure. If land can be purchased that is connected to the park in question it may not be able to provide equivalent function due to the location or configuration.
- 7.6 Open space land has size, location and dimension requirements which might not be able to be replicated elsewhere. Large areas of land suitable for active recreation open space are rarely available in urban contexts. This is evidenced by Fred Taylor Park and Huapai Recreation Reserve being in place for decades prior to the surrounds becoming urban areas.
- 7.7 The challenge of finding suitable land to purchase in a suitable location with a willing seller, also makes monetary compensation an ineffective way to mitigate loss of existing active recreation land. The timing of compensation also affects the ability to acquire and develop the replacement land prior to the loss incurred. If compensation is provided without sufficient time to purchase replacement land, then there would be lag experienced between the loss and replacement land coming into service.
- 7.8 For these reasons, compensation by way of contiguous land which would ensure existing provision and function is the preferred outcome. Should agreements between SGA and council be progressed with respect to park redevelopment outcomes and compensation, the above factors would be considered.

8.0 Reserves Act 1977

- 8.1 The Reserves Act was established to acquire, preserve and manage areas for the conservation, public recreational and educational values.
- 8.2 The relationship of the Reserves Act to the Resource Management Act (RMA) is a complementary one. Together the Acts operate a dual mechanism for the protection and management of land classified as reserve land under the Reserves Act. Whilst the RMA can be considered to effectively override the Reserves Act in terms of designations, the classification and intended purpose of the land is relevant to consider in RMA decision making.
- 8.3 Huapai Recreation Reserve and Kumeū Community Centre are classified as 'recreation' reserves. The main purpose of recreation reserves is provision of areas for recreation and sporting activities.
- 8.4 The AEE does not provide an analysis of the proposal in terms of how the project would be consistent, or not, with land status classified under the Reserves Act 1977, or how leases or licences in effect under the Act would be affected.
- 8.5 The Rodney Local Board is progressing a masterplan process for the Huapai Recreation Reserve. This would appropriately be prepared under the process prescribed in the Reserves Act. It is not yet clear if the existing service level and provision, or future development anticipated (for example, an indoor sports facility) can be provided for within the remaining land area.

NoR S1, S2 and S3 – Assessment of Effects on Open Spaces

9.0 S1 Alternative State Highway – Fred Taylor Park

- 9.1 Fred Taylor Park is a public open space developed for active recreation and is the home ground and clubrooms for the West Coast Rangers Football and Sports Club. Access is via Fred Taylor Drive to the central clubrooms and fields. The clubrooms contain changing facilities, toilets and a tuck shop.
- 9.2 Two competition football fields are located east and west of the clubrooms, summer football/junior fields are located at the western end and two training pitches at the northern side, lit with floodlights. An existing road widening designation is located within the park along the road boundary.
- 9.3 Fred Taylor Park will be impacted by NoR S1 Alternative State Highway over the northern side of the park, highlighted red in the image below.



Figure 1: Fred Taylor Park – extent of S1 NoR

- 9.4 The S1 designated area extends over a large portion of the northern training fields, the road entrance, and partly upon competition field 2, a total of 11,960 m² or 14.4% of the total area.
- 9.5 During the route protection phase, which may extend for 20 years, council would not be able to develop or upgrade facilities within the designated area without permission of the requiring authority. For example, replacement lighting, drainage, resurfacing or repurposing the training fields. The dated clubrooms need replacing although the process is in early stages. Whilst this would likely occur at the same location, options would be restricted to be outside the designated area.
- 9.6 The designation restricts options for required redevelopment and how overall the fields may be rearranged in response. Adoption of the recommended section 127 amendment to provide for upgrade of parks facilities would address this effect.

- 9.7 Construction will be disruptive to access at Fred Taylor Park. Beyond restricting the vehicle access to the site, the project is likely to affect people's ability and willingness to access the park from around the region, and the project footprint extends to many of the roads which provide wider connection to the park.
- 9.8 It is recommended that construction impacts be mitigated by extending the existing commitment to "no loss off service" to also apply to the construction phase. This may require the establishment of alternative facilities for the duration of the construction phase affecting people's access to Fred Taylor Park, however the way the condition is given effect to does not need to be determined now.
- 9.9 The CTMP does not contain any requirement to consult with the council or affected communities in the development of the CTMP. It is unclear how the access requirements for Fred Taylor Park would be determined without consultation with council and user groups.
- 9.10 In my view, council should have a mechanism to be involved in the development of the CTMP in relation to works which affect access to a park. Fred Taylor Park is listed in the AEE as a site which warrants further consideration in the CTMP. Therefore, amendments to the CTMP condition are recommended which would require council involvement and copulation in the preparation of a CTMP in relation to open spaces.
- 9.11 The permanent loss of land including training fields at Fred Taylor Drive may impact the overall viability and function of the park as a football hub. Training fields are used more intensively than competition fields, which must be kept in good condition. It is not clear is two training fields impacted by the NoR can be realistically reinstated on the remaining land. It appears that two smaller fields might be viable, however, a feasibility analysis would be required to determine this, and overall, how the park needs to be adapted.
- 9.12 The impact on the existing road access and the eastern playing field would depend on whether this area by Fred Taylor Drive is permanently lost. The Assessment of Transport Effects only identifies that a new access road will need to be provided off Fred Taylor Drive but provides no more detail. It is not clear where the new vehicle access would need to be located which may be influenced by the detailed design of the roads, and what the consequential effects will be, for example for parking.
- 9.13 If necessary, it appears that the playing field could be moved west a few metres and remain compliant with required perimeter setbacks. However, if the access is located further south, then the playing field might not be viable.
- 9.14 Below is a composite image which overlays the S1 and S3 indicative alignments. The adjacent new road shows a significant grade change opposite Fred Taylor Park, and it is unclear where a safe and functional new access would be located, noting that demand is periodic but can be very busy with many movements when after work rush hour coincides with weekday training.

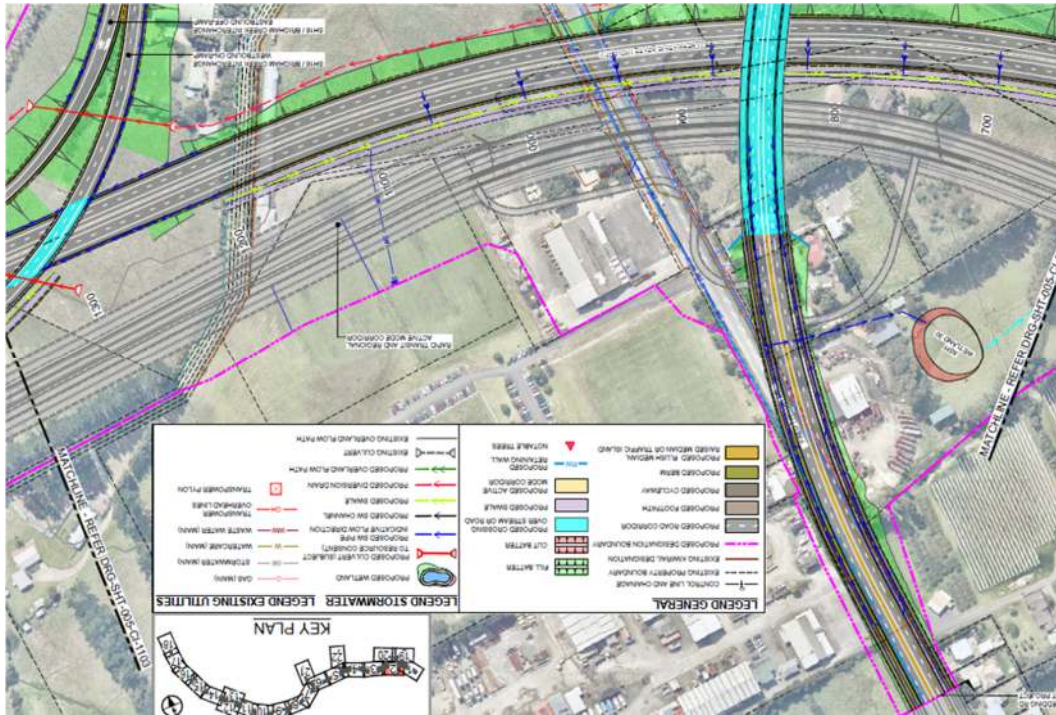


Figure 2: Fred Taylor Park – composite S1 and S3

- 9.15 A method to mitigate the impact of uncertainty of access and configuration outcomes and therefore enable required redevelopment is for the SGA to resource the redesign work and develop masterplans in partnership with the council. A condition to this effect is recommended.
- 9.16 It is unclear how the SGA's commitment to *"There will be no loss of service to the Parks following construction"* will be realistically achieved given the extent of land required at the north and the potential impacts on access and follow-on impacts to the eastern playing field.
- 9.17 It appears that the project may result in impacts upon Fred Taylor Park which would require significant changes to the park to maintain existing levels of provision. Nevertheless, the assurance of no loss of provision is supported, and could potentially be provided for via a recommended masterplan redesign of the park. This could determine if the existing level of service could be retained and developed, or if additional mitigation is necessary.
- 9.18 The SIA outlines⁸:
- "From a social perspective, mitigation options that allow both the football club and wider community to continue accessing active, green space either at or near the current Park are preferable. It is understood that a preferred mitigation option will be determined following detailed design.*
- It is recommended that in developing this mitigation, Te Tupu Ngātahi liaise with the West Coast Rangers Football Club to understand their needs in regards to Fred Taylor Park, and to help the Football Club understand the likely impacts on their operations. This will allow the Football Club to plan ahead for how to run trainings and games across their two home grounds to make best use of the space they have available."*
- 9.19 The proposed conditions do not contain a mechanism or requirement to consult with stakeholders in the preparation of the SCEMP. Consultation is considered necessary to understand how stakeholders need to be communicated with and to ensure that impacts and their needs are understood. Amendments to the SCEMP conditions to require consultation with stakeholders are recommended.

⁸ SIA pg. 45

- 9.20 Despite the long timeframes until the project is constructed, the recommended masterplan is necessary in the short term to enable the council and the West Coast Rangers Football and Sports Club to plan upgrades and development in line with the effects of the designations. As the changes required to the reserve are caused by the project, it is expected that the design and delivery would be resourced by the SGA.
- 9.21 It is understood that the SGA intends to reach an agreement with council to compensate the loss of land by delivering redevelopment at Fred Taylor Park. Such an outcome is considered appropriate but is not currently secured by conditions. However, adoption of the conditions proposed in principle by the SGA and amendments and additions recommended in this memo, would provide a greater level of certainty.

10.0 S3 Rapid Transit Corridor – Fred Taylor Park

- 10.1 The S3 designated area at Fred Taylor Park extends over a large portion of the northern training fields and the access driveway and entrance, a total of 14,681m² or 17.6% of the total area. The area extends further south on the training fields compared to S1.



Figure 3: Fred Taylor Park – field layout and S3 NoR

- 10.2 Whilst it appears that the vehicle access would only be partly impacted the general arrangement drawings for the RTC shows that battering and the cycleway access will render the existing vehicle access unviable.

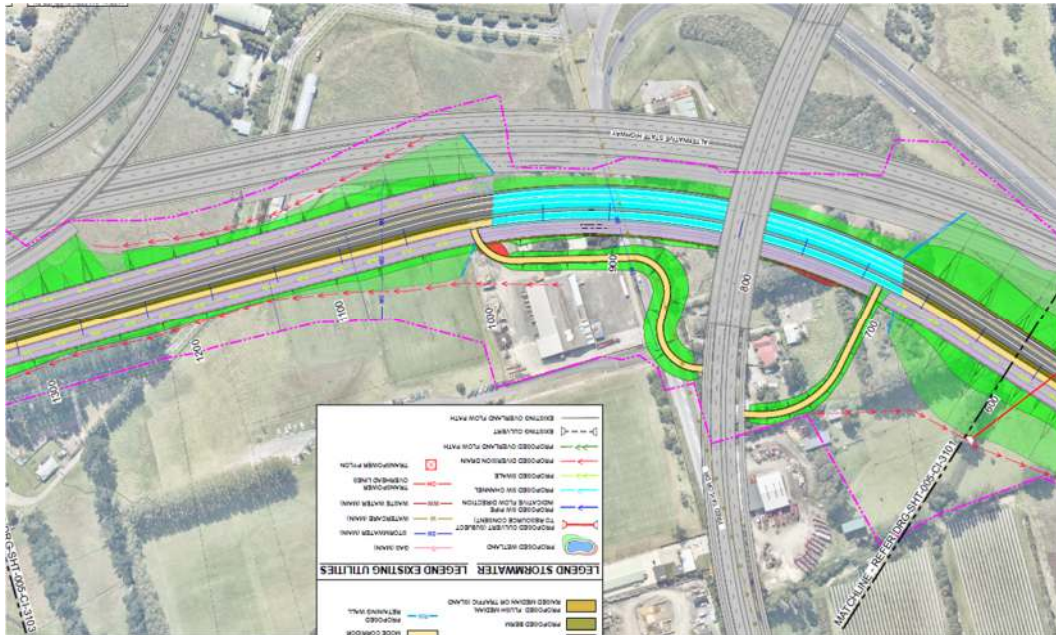


Figure 4: Fred Taylor Park – field layout and S3 NoR and RTC

10.3 Therefore, relocating the vehicle access would be required. It is unclear, but probable that a new vehicle access would encroach into and compromise the existing playing field. It may require relocation to the west which may have follow-on consequences to the clubrooms and surrounds. Again, the recommended method to mitigate the impact of uncertainty of access and configuration outcomes is for the SGA to resource the redesign work and develop masterplans in partnership with the council.

10.4 The overall assessment and mitigation recommended for S3 upon Fred Taylor Park is the same as S1.

11.0 Fred Taylor Park – Submission

West Coast Rangers Football and Sports Club Incorporated

11.1 The submission states that the NoR will have significant implications for West Coast Rangers Football and Sports Club incorporated (“WCR”) and its ability to operate. Concerns relate to:

- The ability to for the (affected) fields to provide for its 1,500 members and anticipated further growth.
- Maintaining operation during construction.
- The impact spreads across Auckland to all the clubs and their families which benefit from the Fred Taylor Park and Huapai Domain facilities.

11.2 The submission reflects the concerns raised and relief sought in this memo.

12.0 S2 SH16 Upgrade – Huapai Recreation Reserve (Huapai Domain)

12.1 Huapai Recreation Reserve will be impacted by NoR S2 Upgrade of SH16 and NoR S3 Rapid Transit Corridor.

12.2 Huapai Recreation Reserve is a 16.8 hectare park zoned Open Space - Sport and Active Recreation Zone with an irregular shape. The main access is from Tapu Road, with secondary pedestrian accesses from Van Rixel Drive and Park Views Lane. The southern boundary adjoins the northern rail corridor and Stage Highway 16. Matua Ngaru School adjoins the part of the western boundary. The remainder of the park is bound by residential development and local roads.

- 12.3 Designation 6766 (SH16) runs within the road corridor which includes the vehicle access connection from the park to Tapu Road. Designation 6300 (North Auckland Rail Line) runs along the southern boundary of the park. The internal access road and a portion of carparking in the park is located within the rail land and designation.



Figure 5: Huapai Recreation Reserve – existing designations

- 12.4 Huapai Recreation Reserve has two playgrounds, toilets and changing rooms, and a car park (with mobility parking), a skate ramp, internal paved paths, fitness equipment, cricket pitches and nets, tennis and netball courts, and picnic tables and seating.
- 12.5 The park is an important local destination for passive recreation, including exercise, dog walking, and for winter and summer codes including football and cricket and supporting training and competition fields. The park houses a clubroom for the West Coast Rangers Football and Sports Club, which is in addition to the clubrooms at Fred Taylor Park. The club is large and expanding and relies upon the facilities and fields at both parks. Sports fields are also used occasionally by school groups on weekdays.
- 12.6 The only vehicle access to the internal car parking and buildings is via Tapu Road, however the park edge of Van Rixel Drive is also a popular access to the northern part of the park and provides on street parking which commonly spills into the residential streets on weekend sport days.
- 12.7 An additional access is located centrally at Tapu Road; however, this is used less frequently due to the limited street frontage and distance from the more intensively used central football fields.



Figure 6: Huapai Recreation Reserve – existing active recreation facilities

12.8 The NoR S2 designated area will only affect the car access from Tapu road over an area of 1204m². The purpose of the designated area is to provide a new future access to the park, as demonstrated by the composite drawing below which shows both the S2 and S3 road alignments and the new access into Huapai Recreation Reserve which would be enabled by the S2.

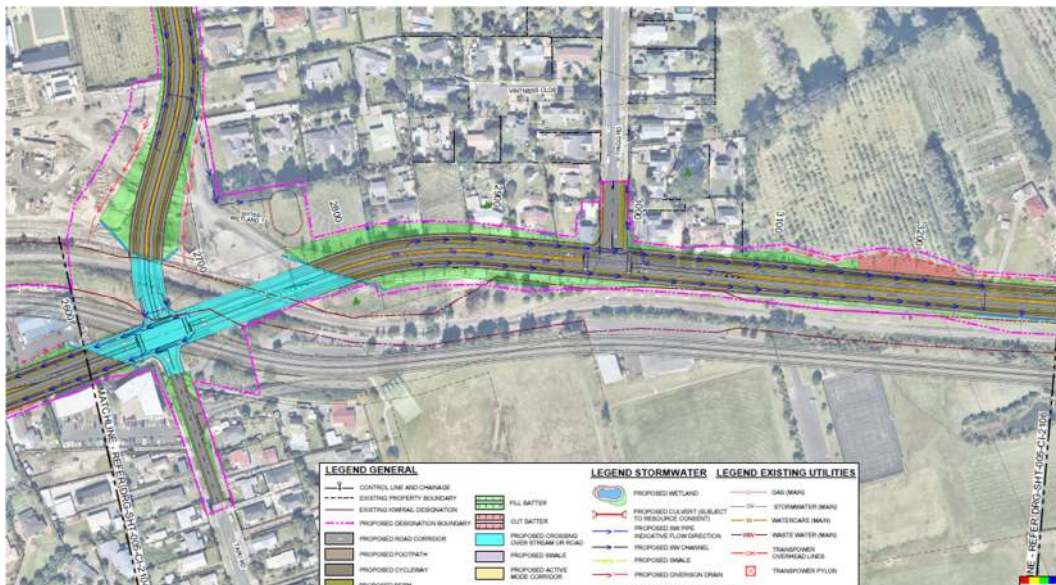


Figure 7: Huapai Recreation Reserve – composite S2 and S3

12.9 The proposed replacement vehicle access location is comparable to the existing except moved to the north up Tapu Road. The consequence of the proposed new vehicle access is that will not be supported by the existing internal roads, parking and facilities as these would be removed as a result of the S3 rapid transit corridor.

- 12.10 Assessment of how the park can or should be reconfigured and master-planned in response to the designations has not been done. A sketch type drawing was provided to parks by the SGA to demonstrate a possible future configuration, however, this drawing has not been subject to rigorous review or consultation.
- 12.11 The Rodney Local Board has initiated a masterplan process. This may determine that the optimal configuration of the park requires a vehicle access and parking areas elsewhere, for example via the northern Tapu Road entrance and not at the location currently proposed adjacent to the transport corridor.
- 12.12 A masterplan would be completed and probably revised prior to the design and construction phases of the NoRs. It is therefore recommended that the outcomes and design of the relocated Tapu Road entrance to the park be developed and agreed in consultation with Auckland Council. Should a condition be adopted as recommended, that the SGA resource a masterplan process, this could be integrated into the council's masterplan for the park and would ensure that the needs of the SGA project are understood and integrated.
- 12.13 To ensure Auckland Council is appropriately informed and involved in design outcomes at Huapai Recreation Reserve, amendments to the SCEMP and ULDM conditions are recommended.
- 12.14 Presuming the construction period affecting the park vehicle entrance is relatively short and managed with council and user group needs, construction effects are likely to be acceptable. To ensure that construction timing and traffic management is coordinated with the needs of Auckland Council and Huapai Recreation Reserve user groups, amendments to the CTMP conditions are recommended to require council involvement in the preparation of the CTMP in relation to open spaces, and that council is consulted in its preparation with respect to affected open spaces.

13.0 S3 Rapid Transit Corridor – Huapai Recreation Reserve (Huapai Domain)

- 13.1 The S3 designated area will extend into the southern side of Huapai Recreation Reserve by a significant extent over area of 24,618m².
- 13.2 Facilities within the Domain that will be directly impacted by the NoR S3 include: a skate ramp, football pitches and clubhouse, cricket pitches and clubhouse, tennis and netball courts. Existing car parking off Tapu Road and a wetland area will also be impacted.



Figure 8: Huapai Recreation Reserve – S3 NoR

- 13.3 During the route protection phase, which may extend for 20 years, council would not be able to develop or upgrade facilities within the designated area without permission of the requiring authority. The immediate impact is that existing assets within the designated area are effectively redundant as any renewal would be a short term investment, and any substantive redevelopment will need to occur outside of the designated area in consideration of the overall reconfiguration of the park.
- 13.4 The dated buildings are likely to need renewing or replacement over the route protection phase period. Generally, facilities will need to be upgraded to meet the growing needs of the community.
- 13.5 As noted, to ensure that construction timing and traffic management is coordinated with the needs of Auckland Council and Huapai Recreation Reserve user groups, amendments to the CTMP conditions are recommended to require council involvement in the preparation of the CTMP in relation to Huapai Recreation Reserve.
- 13.6 The Assessment of Transport Effects states⁹:
- “As the Domain is an important community facility for Auckland Council Parks, it will be necessary to provide retain access and parking when the RTC is implemented (and during construction). There is the ability to continue to provide access off Tapu Road and replace parking by utilising parts of the designation that would in any event be required for construction purposes and within the existing Domain site. As such, it is considered that with the agreement of Auckland Council Parks, an appropriate site arrangement can be identified at the time of implementation.”*
- 13.7 The description of where parking could be located within the designation footprint appears to not consider that new parks facilities must be located outside the designation and the construction area is unlikely to be available for parking during construction. However, the commitment and need to retain access and parking during and after construction is supported and would be ensured by the adoption of recommended conditions to require no loss of service during construction. Again, mitigation of effects relies upon agreements that are not in place, and in lieu of these, outcomes need to be assured via conditions.
- The AEE also indicates that parking outcomes have not been resolved¹⁰:
- “For Huapai Recreation Reserve, Waka Kotahi is working with Auckland Council Community Facilities to consider how impacted car parking may be replaced.”*
- 13.8 Any temporary onsite parking should be functional for the activities which could be undertaken, such as organised sport. Reconfiguration of fields, facilities, access and parking should be completed prior to the commencement of construction to enable the park to operate autonomously outside of the construction area.
- 13.9 As previously outlined, whilst the SGA has committed to provide conditions to ensure that *“there will be no loss of service to the Parks following construction”*. For this to occur without extensive delays, the redevelopment must be completed prior or in conjunction with construction.
- 13.10 To ensure Auckland Council is appropriately informed and involved in design outcomes at affected open spaces, amendments to the SCEMP and ULDMP conditions are also recommended.
- 13.11 Loss of a large tract of land which contains existing assets and functions at an integrated and multi-purpose park cannot be adequately compensated for by purchasing equivalent sized land at locations elsewhere, as these would not be integrated with the overall park function and facilities.

⁹ Assessment of Transport Effects pg. 100

¹⁰ AEE pg. 112

- 13.12 It is understood that the SGA intends to reach an agreement with council to compensate for the loss of land by delivering wider redevelopment at Huapai Recreation Reserve which is required due to the designation. Such as outcome is considered appropriate but is not currently secured by conditions. However, adoption of the conditions proposed in principle by the SGA which would ensure *“there will be no loss of service to the Parks following construction”* would provide a greater level of certainty.
- 13.13 As noted, the Rodney Local Board is in the early stages of developing a masterplan for Huapai Recreation Reserve, which will need to adapt to the NoR. It would be appropriate for the masterplan to be prepared under the Reserves Act process which includes a prescribed process for preparing notification and public consultation. The outcome of the masterplan process would inform any negotiation and agreement for compensation.
- 13.14 Conditions recommended are consistent with the SGA’s position expressed in the AEE¹¹:

“Community Facilities

Te Tupu Ngātahi have engaged with Auckland Council Community Facilities team throughout the development of the NW Strategic Package to consider ongoing effects on park assets and how these can be appropriately managed.

Waka Kotahi, as the requiring authority for the ASH and RTC will continue to work with Auckland Council Community Facilities to ensure continued operation of Fred Taylor Park and Huapai Recreation Reserve, including any replacement facilities, either in the current location or at an agreed offsite location.”

14.0 Huapai Recreation Reserve – Submission

West Coast Rangers Football and Sports Club Incorporated

- 14.1 The submission states that the NoR will have significant implications for West Coast Rangers Football and Sports Club incorporated (“WCR”) and its ability to operate. Concerns relate to:
- The ability to for the (affected) fields to provide for its 1,500 members and anticipated further growth.
 - Maintaining operation during construction.
 - The impact spreads across Auckland to all the clubs and their families which benefit from the Fred Taylor Park and Huapai Domain facilities.
- 14.2 The submission reflects the concerns raised and relief sought in this memo.

15.0 NoR S4 – Assessment of Effects on Open Spaces

S4 Access Road Local Upgrades – Kumeū Community Centre

- 15.1 The Kumeū Community Centre land is a council owned community resource located on the southern side of Access Road within a rectangular parcel of 4,131 m² inset into the Kumeū Showgrounds property.
- 15.2 It contains the main community centre building, the Vintage Shop building at the rear and car parking on the eastern and Access Road frontage. The Vintage Shop is housed in a heritage building known as The Pomona Hall, constructed by a local resident in 1876.
- 15.3 The centre has been operating for 42 years and was funded by the community through projects and fundraising by the Huapai-Kumeū Lions Club and government subsidy. The land is leased from Council, but the building is owned by the community. It is advertised as being suitable for events, having good parking, kitchens, accessible toilets and access, three separate areas for hire, including a 412 m² main hall and stage suitable for 400 people and a smaller hall suitable for use concurrently by 100 people.

¹¹ AEE pg. 162



Figure 9: Kumeū Community Centre main hall

- 15.4 Parking is critical for the community centre to function effectively as there is very limited on street parking nearby.
- 15.5 Residential areas at Kumeū are well removed from the community centre and largely separated and bisected by SH16 and surrounding commercial and industrial land uses. Much of the community lives rurally and driving is the only transport option. The centre also often caters for events which attract elderly people who need vehicle access. Parking demand is very much event driven and can be full to overflowing, for example, at the Annual Lions Book fair or the Preloved Markets. The existing parking is at times not sufficient for the capacity of the venue.
- 15.6 The S4 designated area will occupy 1,199 m² or 29% of the total site area and result in the removal of 21 of the 50 total spaces at the front of the site and will reduce the existing two accesses to a single access. On street parking will not be available nearby.



- 15.7 The Assessment of Transport Effects considers the effects on the Kumeū showgrounds and the Community Centre together despite these being separate land uses which hold different types of events and are owned by different parties. It states¹²:

“The Kumeū Showgrounds and Kumeū Community Centre are impacted by the Access Road Upgrade. The upgrade will affect access to and parking within these sites. It is considered that the identified loss of on-site parking is unlikely to affect day-to-day operation given the number of remaining car parking spaces, and engagement with these occupiers is recommended prior to implementation.

There is the potential, given the overall size of the Kumeū Showgrounds, that revised arrangements for more occasional high demand event parking could be managed within the existing site. The Showgrounds could also potentially (by arrangement with Auckland Council) be used for overspill parking associated with larger events at the Kumeū Community Centre. Engagement will be undertaken with the Showgrounds prior to the implementation of the project in order to find a practicable solution in the future land use and transport context.

Kumeū Community Centre is a Council owned asset and AT is a Council Controlled Organisation. Discussions are currently underway, including the re-configuration of the existing car parking as one mitigation option.”

- 15.8 The basis upon which the assessment finds that the reduced parking spaces will be sufficient is not explained. The assessment is not supported by a projected parking space demand for the capacity of the facility.
- 15.9 It is unclear why the Auckland Council would, or should be, responsible for arranging ongoing alternative parking at the Kumeū Showgrounds which is owned by another party. Without sufficient onsite car parking the ongoing financial viability of the Kumeū Community Centre may be in doubt.
- 15.10 It is unclear how the remaining 30 car park spaces, or reconfiguration of these, would adequately meet the parking required for events which may attract more than 400 people. The existing parking design in the area that will remain contains a 90 degree parking design.
- 15.11 In my opinion, the commitment made by the SGA that *“there will be no loss of service to the Parks following construction”* also applies to parking spaces at the Kumeū Community Centre. However, the proposed mitigation is minimal and would not achieve this stated outcome.
- 15.12 It is recommended that the SGA provide a more in-depth assessment of the parking space demand generated by the Kumeū Community Centre and conditions to mitigate the proposed loss of onsite parking spaces.

16.0 Northwest Strategic S1, S2, S3 conditions assessment

- 16.1 SGA proposed conditions are assessed to follow with recommended additions or amendments.

General conditions

All - Condition 3. Project Information

- 16.2 Recommended addition. Under clause (a)(ii) add:

“(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation;”

This amendment has precedent being adopted by the SGA for the A2B proposed conditions set. It would require the SGA to understand the activities and consequent required access at open spaces, and report how these would be affected.

¹² Assessment of Transport Effects section 14.4 Access and Parking pg. 112

This amendment has precedent, adopted by the SGA for the A2B proposed conditions set.

All - Condition 6. Network Utility Operators (Section 176 Approval)

- 16.3 The effect of the NoR and designation is that council cannot upgrade or develop land within the designated area of land without the prior written consent of the requiring authority.
- 16.4 The council needs to be able to improve and upscale service provision within parks to provide for needs of communities, especially with respect to population growth and changes to the needs of the communities. The route protection of 20 years is an unreasonable amount of time to restrict minor renewal and necessary upgrading of park facilities.
- 16.5 Uncertainty about the degree to which any permission may be withheld or granted with respect to works within the designation is of significant concern with respect to facilities which need to be upgraded and developed over-time to provide for the needs of communities for both active and passive recreation.
- 16.6 An amended condition is proposed as it would provide a level of permitted park facilities development within the designated land areas. The amendment has precedent, adopted by the SGA for the A2B proposed conditions set. Proposed condition below.

6.	Network Utility Operators (Section 176 Approval) (a) Prior to the start of Construction Works, Network Utility Operators (including Auckland International Airport Limited) and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities: <ul style="list-style-type: none">(i) operation, maintenance and urgent repair works;(ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility and/or park facility operations;(iii) minor works such as new service connections; and(iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility and/or park facility. (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
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Pre-construction Conditions

S1, S2, S3 Conditions 10, 11, 12. Urban and Landscape Design Management Plan (ULDMP)

- 16.7 The ULDMP is required to be prepared prior to construction. It would provide for integration of the project design with the landscape and functional characteristics of impacted open spaces, and in that regard, is supported.
- 16.8 The condition requires involvement by Mana Whenua but does not require any process for council to participate in the development of the plan or provide feedback as a significantly affected stakeholder and landowner.
- 16.9 Where relevant, the conditions make specific mention of Fred Taylor Park and Huapai Recreation Reserve, this is supported, but it is unclear how council's intentions for these parks can be provided for without council involvement.
- 16.10 In my opinion, the council should also have a participatory role in deciding how the project integrates with the affected parks and sufficient time should be provided for this to occur.
- 16.11 A precedent for council to be consulted with in preparation of a management plan is in condition 21 which stipulates that the HHAMP is required to be prepared in consultation with council, HNZPT and Mana Whenua, prior to the start of construction work.
- 16.12 It is recommended that the condition be amended to provide the council to have a participatory role in the development of the UDLMP and comparable to the council role provided for in preparation of the HHAMP.

All - Condition 15. Stakeholder Communication and Engagement Management Plan (SCEMP)

- 16.13 The purpose of the SCEMP is to identify how stakeholders will be communicated with. The condition does extent to asking stakeholders how they want to be communicated with or explain how matters raised would be responded to.
- 16.14 The condition does not specify a time when a SCEMP must be prepared prior to construction. The only role council has is to receive the SCEMP for information 10 days prior.
- 16.15 Due to the scale of impact upon parks and recreation and the council's wider responsibility to represent the interests of community and provide for recreation, in my view, council should have a mechanism to review and provide feedback to the SCEMP within that scope and be provided adequate time to do so.
- 16.16 The composition of activities and groups who use the affected parks in the future at the time of design and construction cannot be predicted now. The council is best placed to advise the SGA on these matters to ensure that the SCEMP is effective. This information should also inform the CTMP as council (maintenance) and different users need access to parks at different times.
- 16.17 It is recommended that the first sentence of clause (a) is amended to as follows (**in bold**):

*A SCEMP shall be prepared **in consultation with stakeholders, community groups and organisations 18 months** prior to the Start of Construction for a Stage of Work.*

All - Condition 13. Construction Traffic Management Plan

- 16.18 The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. A CTMP is required to be prepared prior to the Start of Construction for a Stage of Work.
- 16.19 With respect to providing access to open spaces, the scope of a CTMP is limited to methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. The intent of the CTMP, or any other proposed condition, does not extend to addressing actual loss of service or access during the construction period.
- 16.20 The condition caveat "*as far as practicable*" provides flexibility to not provide access. Therefore, the CTMP condition cannot ensure that access to open spaces will be provided for adequately.
- 16.21 Amendment to the CTMP condition is recommended to require access to be maintained, or if it cannot be, to provide alternative parks facilities to ensure no loss of service during the construction phase.
- 16.22 The CTMP is required to estimate numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic **near schools** or to manage traffic congestion (emphasis added).
- 16.23 Park visitors and council servicing generates traffic, access, and parking demand comparable to schools, however at irregular intervals and frequencies. For example, different codes and competitions will need access to facilities during late afternoon and evenings. One off events or competitions may also occur.
- 16.24 The CTMP does not contain any requirement to consult with the council or affected communities in the development of the CTMP. It is unclear how the SGA would be able to accurately determine traffic and activity associated with a park without consultation with the council.
- 16.25 In my view, council should have a mechanism to be involved in the development of a CTMP in relation to works which affect access to a park.

16.26 It is recommended that the condition be amended to require council involvement in the preparation of the CTMP in relation to open spaces, and that the CTMP is informed by an assessment of open space use and function at the time of construction.

16.27 I defer to the SGA to provide the drafting and scope of recommended conditions above.

17.0 Northwest Strategic S4 conditions – recommended new conditions.

17.1 To give effect to the commitment by the SGA, to provide conditions at the hearing, new conditions are anticipated to:

- Engage with Auckland Council on the reconfiguration of the Parks and access arrangements, including timing of the re-configuration.
- The repair and reconfiguration of the Parks to be undertaken during/following construction.
- There will be no loss of service to the Parks following construction.

17.2 Additionally, for the reasons set out in this memo, new conditions are recommended to ensure:

- There will be no loss of service to the Parks during construction, by way of retaining function on the park or by provision of agreed alternatives.
- Within (specified timeframe) SGA must resource the development of masterplans for Fred Taylor Park and Huapai Recreation Reserve in partnership with the council.

17.3 I defer to the SGA to provide the drafting and scope of recommended conditions above.

18.0 Northwest Strategic S4 – recommended new condition.

18.1 A new condition is recommended to apply to the Kumeū Community Centre to require that there is no net loss of parking spaces, or that nearby alternative parking spaces will be available for events or when demand requires. I defer to the SGA to provide the drafting and scope of the condition or an alternative method to address the loss of parking space impacts on the Kumeū Community Centre.

Appendix 3C

Noise and Vibration Review



**REVIEW OF OPERATIONAL NOISE EFFECTS
NORTHWEST STRATEGIC PROJECTS AND KUMEU
HUAPAI LOCAL ARTERIALS NOTICE OF
REQUIREMENTS**

TECHNICAL REVIEW PREPARED FOR
Auckland Council

DATE
12 July 2023

Technical review prepared by Styles Group for Auckland Council.

REVISION HISTORY

Rev:	Date:	Comment:	Version:	Prepared by:
1	12/07/23		Final	Jon Styles, MASNZ Director and Principal Styles Group

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1.0 Introduction

Auckland Council has engaged Styles Group to review the operational noise effects from the North West Strategic Package and Kumeu Huapai Local Arterials Notice of Requirements (the **Project** or **Projects**).

This advice comprises a review of the Project's operational noise and vibration effects. I have prepared a review of construction noise and vibration effects under separate cover.

I have prepared this review following extensive pre-lodgement and post-lodgement engagement with the NW Project team. The engagement has included a site visit, meetings and feedback on draft reports and the review of the finalised Assessment of Operational Noise Effects (the **Assessment**) lodged with the applications and the response to the Councils request for further information (the **S92 Response**).

The objective of this review is to provide general commentary on the Assessment and to provide any additional commentary and analysis to ensure that the effects and mitigation measures are clear and understandable.

1.1 The Project

The Project comprises the following Notices of Requirement. All project descriptions have been sourced from the application documents.

NoR	Project	Description	Requiring Authority	Lapse period sought
Highway Connections				
NoR S1	Alternative State Highway (ASH), including Brigham Creek Interchange (BCI).	A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange	Waka Kotahi	20 years
NoR S2	SH16 Main Road Upgrade	Widening of the existing 20m wide two-lane urban arterial to a 24m wide corridor with walking and cycling facilities on both sides of the corridor. Realignment of Station Road intersection with SH16.	Waka Kotahi	Designation has been given effect to.
Rapid Transit				

NoR	Project	Description	Requiring Authority	Lapse period sought
NoR S3	Rapid Transit Corridor (RTC)	Rapid transit system connecting Kumeū-Huapai with Westgate, Auckland City Centre and the North Shore	Waka Kotahi	20 years
KS	Kumeū Station	New rapid transit station, including transport interchange facilities and accessway.	Waka Kotahi	20 years
HS	Huapai Station		Waka Kotahi	20 years
Local Roading				
NoR S4	Upgrade of Access Road	Upgrade of Access Road to a four-lane corridor with separated cycle lanes and footpaths on both sides of the corridor	Auckland Transport	20 years

2.0 Experience and qualifications

My full name is Jon Robert Styles. I am an acoustic consultant, director and the principal of Styles Group Acoustics and Vibration Consultants. I have approximately 22 years of experience in the industry, the first four years as the Auckland City Council’s Environmental Health Specialist – Noise, and the latter 18 years as the Director and Principal of Styles Group.

I hold a Bachelor of Applied Science majoring in Environmental Health and I have completed the Ministry for the Environment’s Making Good Decisions programme. I recently concluded my second term as the President of the Acoustical Society of New Zealand. I am currently a Council member and professional Member of the ASNZ.

I am on the executive team of the Association of Australasian Acoustical Consultants. My role on the executive team is to develop guidelines for the assessment of noise and vibration in New Zealand and Australia.

Throughout my career, I have been involved in the development and administration of numerous District Plan rules, plan changes and general policy development. I have assisted a large number of councils to process a significant number of resource consents and Notices of Requirement subject to noise and vibration standards. I have extensive experience advising on the management of noise and vibration effects, including the construction, maintenance and operational noise effects of major and strategic transport infrastructure (including port, road, air and rail) and the protection of strategic industry and transport infrastructure through the effective management of reverse sensitivity effects.

Specific assignments relevant to this evidence include:

- Review of operational and construction noise effects on behalf of Auckland Council for many Auckland Transport Project's, including AMETI, Eastern Busway and Airport to Botany.
- The Auckland Council's witness through the development of the High Land Transport Noise Overlay in the Proposed AUP.
- Advice on several recent District Plan reviews, including Whangarei Urban and Services Plan Change and plan reviews in Wellington, Christchurch, Waikato, Queenstown, Central Hawkes Bay, New Plymouth, Taupō, Napier, Gore and Kaipara.
- Providing advice on numerous public and private plan changes involving land exposed to road and rail noise, including recommendations for appropriate acoustic mitigation response.
- Noise and vibration measurements for a significant number of resource consent applications involving the establishment of activities sensitive to noise adjacent to various forms of transport infrastructure.
- A large number of projects around New Zealand involving road traffic noise and the application of New Zealand Standard NZS6806:2010 *Acoustics – Road Traffic Noise – New and Altered Roads (NZS6806)*. A number of these projects have been Roads of National Significance (RoNS) and include the Southern Corridor Improvements, Te Atatu Road widening, Lincoln Road Corridor Improvements, Ellerslie and Takanini Noise Walls, Mill / Redoubt Road, SH1 Whangarei Improvements, SH12 Matakohē Bridges, CSM2 & MSFRL (Christchurch Southern Motorway Stage 2 & Main South Road Four Laning), Mackays to Pekapeka, Waikato Expressway (numerous sections), Southern Links Hamilton, Central Motorway Junction, AMETI, Victoria Park Tunnel, Waterview Connection, St Lukes Interchange, SH16 Causeway, Puhoi to Warkworth, the East West Link, Penlink and the Northern Corridor Improvements, Warkworth to Wellsford, Eastern Busway, Otaki to North of Levin and many others.
- I have given evidence before several Boards of Inquiry on road traffic noise effects including being the Boards' expert.

I have read the Environment Court Code of Conduct for Expert Witnesses. My advice complies with the Code in all respects and the opinions herein are within my area of expertise.

3.0 The adoption of NZS6806:2010

The Assessment is heavily focussed on assessing the effects of the Project against the provisions of NZS6806:2010 *Acoustics – Road-traffic noise- New and altered roads (NZS6806:2010)*. This standard is the only contemporary standard in New Zealand that sets out procedures to standardise the design and specification of road noise mitigation measures inside the designation boundaries and beyond in some cases.

It is well recognised in New Zealand that this standard has a number of limitations. These have been well-documented by various decision makers including several Boards of Inquiry¹.

I consider it critical that the limitations of NZS6806:2010 are clearly understood in this decision-making process, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects.

The Assessment contains an assessment that goes beyond the simple requirements of NZS6806:2010 and addresses the change in noise level arising in each NoR and the change in the level and prevalence of a high level of annoyance due to exposure to traffic noise. These provide helpful context for the overall assessment of noise exposure and the effects on people.

3.1 Limitations of NZS6806

In my view, the limitations of the standard that are relevant to the Projects are:

- 1) **Significant adverse effects can arise** - The noise level thresholds that trigger the need to consider mitigation are very high. NZS6806:2010 adopts a noise level of 57dB $L_{Aeq(24hr)}$ at PPFs near to a New Road and 64dB $L_{Aeq(24hr)}$ at PPFs near to an Altered Road as the thresholds for the investigation of mitigation. NZS6806:2010 does not require any mitigation effort where the noise level from an altered road is less than this level. This level is significantly above the World Health Organisations' (**WHO**) interim targets for managing road traffic noise.

I consider that ~~and~~ the approach in NZS6806:2010 to only require the investigation of mitigation when these higher thresholds are met contrasts significantly with the approach adopted by the WHO that seeks to reduce noise exposure to levels no greater than the targets they set.

I consider that this needs to be recognised in the assessment of effects and the consideration of designation conditions to minimise the potential adverse effects of exposure to road noise.

- 2) **No assessment of the effects of noise on people** - NZS6806:2010 does not require any assessment of the noise effects that may arise on the receiving environment. The standard sets out a process for determining what it states will be the BPO for mitigating road traffic noise. However, it is well recognised that the BPO can in fact involve the consideration of a number of factors that are not included in NZS6806:2010. The determination of the BPO by following NZS6806:2010 is further complicated because the lowest thresholds for mitigation effort are very high (see above) and the effects of the noise are not described or properly incorporated.

¹ For example, in the Final Report and Decision of the Board of Inquiry into the New Zealand Transport Agency Waterview Connection Proposal. Many paragraphs, but mainly at paragraph 925. Available at <https://www.epa.govt.nz/assets/FileAPI/proposal/NSP000012/Boards-decision/ec6f94077d/Waterview-Final-decision-volume-1-Report-and-decision.pdf>

Accordingly, the full assessment of road traffic noise effects can use many of the processes set out in NZS6806:2010, but that must be supplemented with an assessment of the actual noise effects that will be likely to arise. This can help the decision-maker to evaluate whether the BPO has in fact been adopted.

- 3) **Noise barriers not fully supported** - NZS6806:2010 requires assessment of the noise levels at a point 1m away from the façade of buildings and at a height of 1.2m to 1.5m above the floor level of interest. Roadside barriers designed for reducing noise levels can have a significant effect on reducing the noise levels at ground level (or 1.2m – 1.5m above it) but would be unlikely to deliver any reduction in noise level at the first or second floors of a multi-storey building.

An assessment that follows NZS6806:2010 will conclude that a roadside barrier would not be a part of the BPO if it does not provide a noise level reduction at the most exposed part of the building. There are instances of this outcome evident in the Assessment. In my view, this is a clear limitation of the standard because roadside barriers can reduce the noise at ground level significantly and they can deliver significant improvements to the quality of ground floor living spaces and yards. They should not be ruled out because they cannot screen the entire dwelling from road noise.

- 4) **Existing environment inconsistent with general practice** - NZS6806:2010 only looks as far into the future as the physically existing environment and any granted but unimplemented building consents. NZS6806:2010 does not have any capability of looking 'forwards' to ensure that the mitigation measures are integrated with the planned receiving environment that the AUP provides for. This contrasts with the general practice of assessing environmental effects where the planned environment is taken into account, as it may be informed by unimplemented resource consents and land zoned for development (but not yet developed).

This complicates the assessment for sites in the receiving environment that are currently vacant, or that have not been developed to the height or proximity to the roads that the District Plan provides for. This can be a major flaw in the standard in some cases, especially where a road is planned through an area that is currently vacant but zoned for intensive residential development.

I consider that this problem with NZS6806:2010 is the most significant for these Projects. I address this issue in detail in this review and I propose amendments to the proposed designation conditions to avoid the bad outcomes that will otherwise be delivered.

4.0 Review of the Operational Noise Assessment

This section sets out a review of the Assessment as it relates to the operational noise effects from the Project. This section raises some examples of where I consider the Assessment and s92 Response have adopted a problematic approach, particularly with respect to integrating the design of noise mitigation with future communities. This particular topic is dealt with in more detail in sections four and five of this review.

The Assessment is focussed primarily on the application of the procedures in NZS6806:2010 and provides a brief assessment of the effects in terms of the change in noise level and annoyance. I support this approach in a general way. I consider that the provisions of NZS6806:2010 set out a logical method of predicting the noise levels and determining the mitigation that it says should be applied. However, I consider that the serious problems with NZS6806:2010 that are relevant to these Projects need to be addressed in this case to avoid potentially bad outcomes. I address these problems and my proposed remedies in section four of this review.

4.1 Technical aspects of the noise modelling, measurement and predictions

My comments in this section of the review are relatively brief, on the basis that I consider the technical acoustics aspects of the Assessment are generally robust.

I have worked extensively with the Requiring Authority's acoustic experts on this and other projects and I am very familiar with the noise modelling techniques, software and processes employed to measure and predict noise levels arising from traffic on roads. The pre-lodgement engagement with the Requiring Authority's team allowed for several conversations about the technical noise modelling, measurement and assessment process that were very helpful.

I agree with the noise modelling methods and calculation procedures. I consider that the modelling process itself, including the calculation methods, input assumptions and the outputs are technically appropriate and sufficiently robust.

My agreement on these matters covers a significant portion of the Assessment.

4.2 Focus on the physically existing (2022) environment

The noise modelling inputs and outputs are focussed primarily on the physically existing receiving environment.

The Assessment discusses the general nature of the existing and planned future environments for each of the NoRs it assesses. The assessment of the planned environment is very brief and there is no meaningful assessment of noise effects for the future planned environment.

The Assessment includes noise level contours for the Design Year for the various design options (Do Nothing, Do Minimum and Mitigation Option). These contours show what the

future noise levels are likely to be across land that might currently be undeveloped. However, they appear to be subject to considerable uncertainty.

The s92 Response provides some additional context for the effects across undeveloped land. Table 1 of the s92 Response sets out a general description of how activities sensitive to noise should be treated when they fall within the predicted noise level contours.

I generally agree with Table 1 of the s92 Response. I consider that it provides a helpful analysis of the nature and degree of acoustic treatment that should be considered when the land is developed.

However, I consider that the Assessment and s92 Response both fail to address the way that the design of the Projects are intended to integrate with the future environment.

The fundamental principle of the Assessment and s92 Response is to design the road noise mitigation measures for the 2022 physically existing environment. The Requiring Authority's approach effectively ignores the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects, and no pathway through designation conditions that could deliver noise mitigation for future communities. The Requiring Authority's approach shifts the burden of effects and mitigation entirely on to the receiving environment if it did not physically exist in 2022. The only caveat to this is the 'soft commitment'² to apply an asphaltic pavement (moderately low noise) for all NoRs. I consider that this alone will be insufficient to avoid potentially significant adverse effects in many circumstances, and it fails allow integration of road design and noise mitigation with the planned future environment.

4.3 Selection of the Preferred Mitigation Option

The Assessment sets out a short section for each NoR that outlines the possible noise mitigation options that could be adopted. However, the Assessments do not make a firm commitment to any particular mitigation option. This demonstrates that the Requiring Authority has not followed the complete process set out in NZS6806:2010 to consider a range of possible mitigation options and to follow an evaluation process to determine the BPO.

Neither the Assessment or proposed conditions make any firm commitment to delivering any particular mitigation option or outcome.

I understand that such a process would be challenging to undertake at this time given that the long lapse periods sought, and that the design and the receiving environment could change significantly in that time. I agree with the Requiring Authority that this situation lends itself well to a future assessment of the BPO to determine the BPO at that time.

However, as I describe further on in this review, the proposed conditions are designed so they look back in time to the year 2022 to define the receiving environment for the BPO assessment

² I consider that the commitment to apply a low noise pavement is not firm, as the requirements for the pavement are qualified in several ways by the proposed conditions – see condition 24 for S4 for an example.

that will be undertaken prior to construction. I consider that this is nonsensical and fails to integrate the design with possible future communities.

I consider that the future assessment of the BPO required by the conditions should require an assessment of the BPO that is integrated with the physically existing and planned environments that are present at that time.

4.4 Specification of OGPA for the ASH

Section 8.1 of the Assessment (and several other sections) state that the ASH will be paved with Open Graded Porous Asphalt (OGPA). The variable configurations of this pavement are the lowest-noise generating category of pavements that are currently available and practicable in New Zealand. I support the application of OGPA to the ASH.

However, I note that there is no proposed designation condition that will require this.

Proposed condition 28 for S1 simply requires that an “asphaltic mix surface” shall be implemented within 12 months of the completion of the construction of the project. This condition provides for a wide range of asphalt surfaces, some of which are appreciably louder than OGPA.

I consider that if the Assessment and the effects described therein and in the s92 Response are based on the ASH being paved with OGPA, then the designation conditions should require the implementation of OGPA.

I consider that proposed condition 28 for S1 should be amended to require an OGPA pavement or other pavement with similar or lower noise generation characteristics to be applied to the ASH.

4.5 Assessment of road traffic noise effects

The figures attached to the s92 Response demonstrate that a significant number of existing PPFs will be exposed to noise levels that are greater than the WHO interim targets, even if the identified options to minimise noise inside the road corridor are adopted. This is demonstrated simply by the number of PPFs exposed to noise levels greater than approximately 50dB $L_{Aeq(24hr)}$.

The Assessment contains a number of charts that set out the likely change in noise level arising from the implementation of the different NoRs. Figure 8-4 of the Assessment provides an example for the New Road section of the ASH. I have reproduced this below:

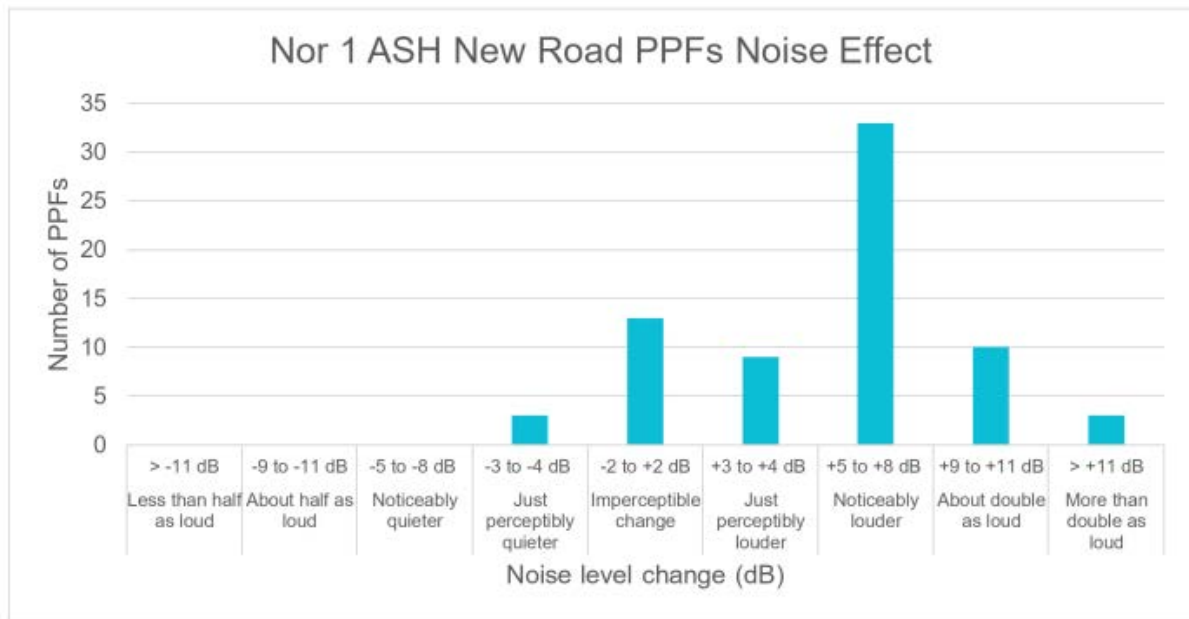
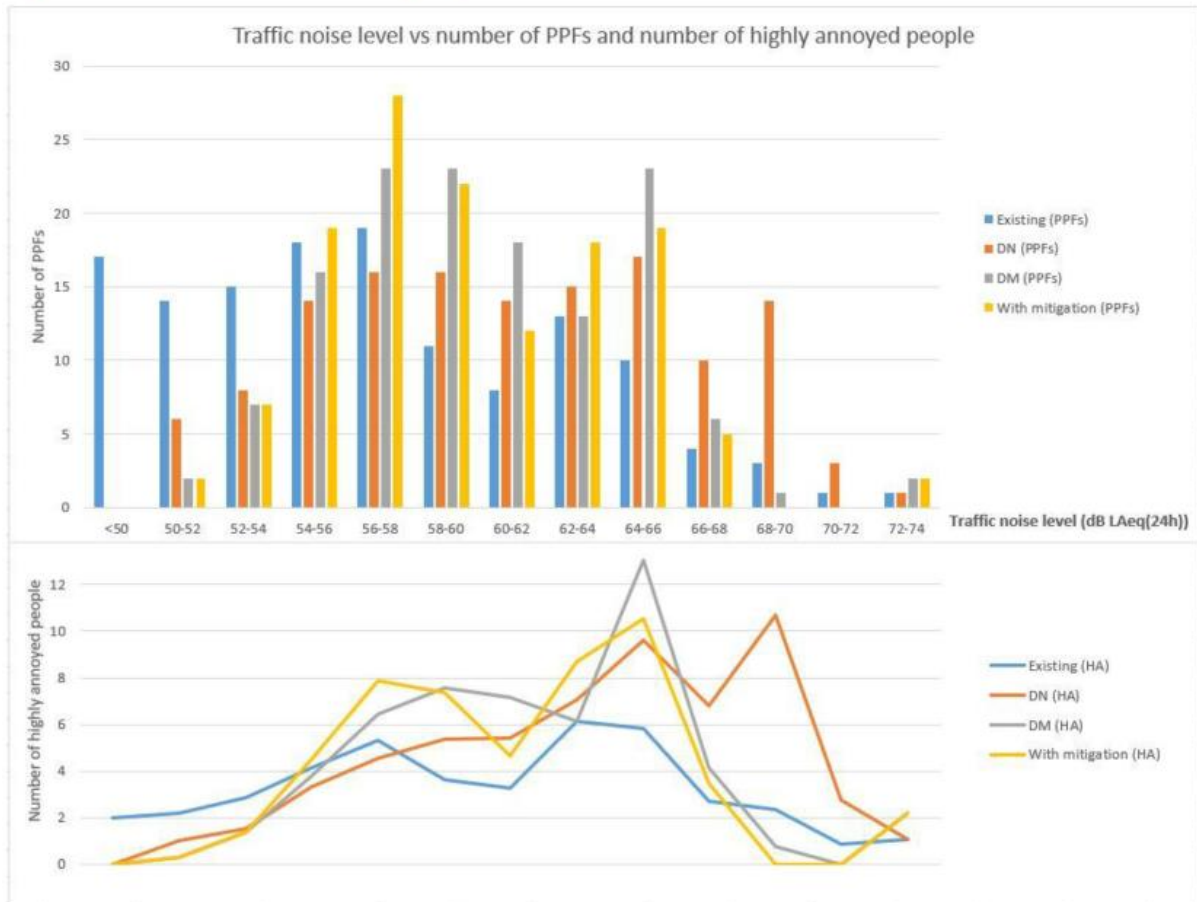


Figure 8-4: Change in noise level

This figure demonstrates that a significant number of PPFs will experience a considerable increase in road traffic noise levels if the project is implemented.

Figure 15 of the s92 Response demonstrates that a significant number of PPFs will be exposed to noise levels greater than the WHO interim target of approximately 50dB $L_{Aeq(24hr)}$. I have reproduced this below:

Figure 15 NOR S1 Alternative State Highway



These figures comprise one example of the level of effect that will be experienced by the PPFs surrounding the Projects.

Whether there is a change in noise level or not, there will be a significant number of PPFs proximate to all NoRs that will be exposed to noise levels well above the WHO target levels. With no acoustic treatment to those PPFs, I consider that there is a strong likelihood of significant adverse effects arising in the population.

I consider that this creates a strong incentive for ensuring that the BPO can and will be adopted for minimising the road traffic noise effects for the physically existing 2022 environment and any future communities that might be proximate to the Projects.

4.6 Application of noise barriers

The AEE states that the social impacts of the Project will be positive, and therefore the requirement for mitigation is minimal. Further, that *“the provision of noise barriers as identified in the Operational Noise Assessment will reduce disruption for people working from home and / or spending time outdoors”*³.

The Assessment confirms that the provision of noise barriers would be limited to a PPF that existed in 2022 and where the future BPO assessment requires a barrier, unless the PPF is double storey. The Assessment contains several examples of where no mitigation has been recommended for two storey dwellings on the basis that a noise barrier would not reduce the noise level at the upper floor, even though they might have a significant positive effect on the indoor and outdoor environment at ground level. For example:

*“one PPF (25 Tawa Road), which is a double storey dwelling, is predicted to receive noise levels in Category B. A barrier would need to be impracticably high to reduce the noise level at the upper floor. Therefore, no practicable mitigation was identified, and no further mitigation proposed”*⁴

*“25 Tawa Road is a double storey dwelling. A boundary fence would not result in sufficient noise level reduction to reach noise levels in Category A unless such fence would be impracticably high. Since this PPFs is predicted to receive a noise level reduction from the implementation of the Project, irrespective of mitigation, we have not recommended any further mitigation”*⁵

I consider that the future BPO assessment should require the implementation of roadside barriers where they are required by NZS6806:2010 and where the effects on the ground floor and any outdoor areas at ground level are the primary focus.

³ Pages 163-164 of <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/02-s4-assessment-of-effects-on-the-environment.pdf>

⁴ Page 48 of <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12-s4-assessment-of-operational-noise-effects.pdf>

⁵ Page 47 of <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12-s4-assessment-of-operational-noise-effects.pdf>

4.7 Operational noise from rapid transit stations

The Assessment states that “*Stations can be designed so that compliance with the relevant noise limits can be achieved. Closest sensitive receivers are at significant distances. Therefore, we do not anticipate that station noise will have any significant effect on the overall noise environment*”⁶.

The Assessment states that all operational noise (except vehicle noise) from the stations should be assessed against the underlying noise standards for the zone. Huapai Station is in the Future Urban Zone and Kumeu Station is in the Business – Town Centre Zone.

Section 2.1.3 of the Assessment states that the station noise has been assessed against the noise limits in E25 for each zone. The standards in E25 apply to activities that are permitted in the zones. I understand that public transport facilities are not necessarily permitted in the zones they are they being proposed in, so the permitted noise standards should only be considered a guide as to what is reasonable.

Of particular relevance is the noise from any public address system that might be installed. Public address systems at public transport stations are typically designed to make announcements about arrivals and departures of trains and busses at regular and frequent intervals throughout the day and night. These systems are typically designed to be audible over the noise level in the surrounding environment, including over the comings and goings of the public transport vehicles themselves.

I understand that Huapai Station is proposed in the FUZ and will be surrounded by land zoned FUZ, and that the Kumeu Station is the Business – Town Centre Zone and is will be surrounded by land in the same zone and also a Residential Zone. I consider that the constant use of amplified sound every day in these zones (and affecting these receiving zones) would be highly unlikely for any permitted activity. It is my opinion that the permitted noise limits in E25 were not prepared for these receiving zones with the constant use of a public address system in mind. I consider that noise levels much lower than the zone standards are required for the stations, and in particular the public address systems.

The Assessment recommends that “*PA systems are turned down or off at night-time in the vicinity of residential use, or that highly directional speakers are used that avoid noise spill to neighbouring sites*”⁷. I agree with the intent of this recommendation, but I note that it is very uncertain and is not delivered by any proposed condition.

I note that despite the Assessments stating that the stations will be designed to comply with the noise limits for each zone, there are no proposed conditions that require this outcome.

I consider that the stations should be designed and operated to ensure that the noise complies with the zone standards for all sources except the public address system. I consider that the

⁶ Page 3 of <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12-s4-assessment-of-operational-noise-effects.pdf>

⁷ Page 22 of <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12-s4-assessment-of-operational-noise-effects.pdf>

noise limits for the public address system should be at least 15dB lower than the permitted standards for the zone. This will ensure that the noise from amplified voice itself is reasonable, and that it will not contribute to the noise levels from other sources at the stations to the extent that the total noise from the stations exceeds the zone standards.

I recommend the following condition is applied to all stations:

XX) The Requiring Authority shall ensure that the noise (rating) level from all sources of noise associated with the Kumeu and Huapai Rapid Transit Stations must comply with the noise limits and standards of the zone at the receiving sites. This shall include the noise of vehicles using the station, any mechanical plant and the noise of people at the station when the station is operating at its' design capacity. Except that the noise (rating) level from any public address system at the stations shall comply with noise limits 15dB lower than the limits and standards of the zone at the receiving sites.

5.0 Adverse effects of exposure to road traffic noise

The most important effects arising from exposure to high levels of road traffic noise are those that are chronic and not always readily apparent. Many people that are affected by exposure to high levels of road traffic noise may not be aware of the extent of the effect it is having on them.

It is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high.

Minimising these effects by adopting the best practicable option to minimise noise from inside the road corridor and in the receiving environment is critical to avoid the worst of the adverse health and amenity effects that could otherwise arise.

The WHO has published many policies and studies documenting extensive investigations into the effects of noise exposure on people⁸, estimating the burden of disease from environmental noise and quantification of healthy life years lost as a result of exposure to environmental noise⁹.

In 2011, WHO published the "Burden of Disease from Environmental Noise"¹⁰ that quantified the healthy years of life lost in western European countries as a result of exposure to

⁸ WHO Regional Office for Europe (2012). Methodological guidance for estimating the burden of disease from environmental noise. Copenhagen,

⁹ WHO Regional Office for Europe (2011). Burden of disease from environmental noise: quantification of healthy life years lost in Europe. Copenhagen,

¹⁰ https://www.euro.who.int/__data/assets/pdf_file/0008/136466/e94888.pdf

environmental noise¹¹. The study identified that at least 1 million healthy life years¹² are lost every year from exposure to transport noise in the western European countries¹³. The study provided sufficient evidence from large-scale epidemiological studies to link the exposure to environmental noise with adverse health effects, including annoyance¹⁴, tinnitus, sleep disturbance, cognitive impairment in children and cardiovascular disease. The 2011 study identifies road-traffic noise as the most prevalent source of environmental noise, with the largest contribution to the burden of disease due to noise.

The 2011 study found that sleep disturbance and annoyance, mostly related to road traffic noise, constitute the bulk of the burden of disease. Available assessments place the burden of disease from environmental noise as the second highest after air pollution.

In 2018, WHO published the Environmental Noise Guidelines for the European Region (the **2018 Guidelines**)¹⁵. The purpose of the 2018 Guidelines is to provide robust public health advice to drive policy action to protect communities from the adverse effects of noise.

The 2018 WHO Guidelines discuss the importance of interventions to reduce road traffic noise exposure. They conclude that:

“The GDG also considered the evidence for the effectiveness of interventions. The results showed that:

- *addressing the source by improving the choice of appropriate tyres, road surface, truck restrictions or by lowering traffic flow can reduce noise exposure;*
- *path interventions such as insulation and barrier construction reduce noise exposure, annoyance and sleep disturbance;*
- *changes in infrastructure such as construction of road tunnels lower noise exposure, annoyance and sleep disturbance;*
- *other physical interventions such as the availability of a quiet side of the residence reduce noise exposure, annoyance and sleep disturbance.”*

The overall recommendation for road traffic noise from the 2018 Guidelines is:

“For average noise exposure, the GDG strongly recommends reducing noise levels produced by road traffic below 53 dB L_{den} , as road traffic noise above this level is associated with adverse health effects.

¹¹ WHO Regional Office for Europe (2011). Burden of disease from environmental noise: quantification of healthy life years lost in Europe. Copenhagen

¹² This is measured in ‘DALYs’. DALYs are the sum of the potential years of life lost due to premature death and the equivalent years of “healthy” life lost by virtue of being in states of poor health or disability - WHO Burden of disease from environmental noise

¹³ Comprised of 61 000 years for ischaemic heart disease, 45 000 years for cognitive impairment of children, 903 000 years for sleep disturbance, 22 000 years for tinnitus and 654 000 years for annoyance.

¹⁴ High annoyance is not classified as a disease in the International Classification of Disease (ICD-9; ICD-10), it does affect the well-being of many people and therefore may be considered to be a health effect falling within the WHO definition of health as being a “state of complete physical, mental and social well-being”.

¹⁵ https://www.euro.who.int/__data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf

For night noise exposure, the GDG strongly recommends reducing noise levels produced by road traffic during night time below 45 dB L_{night} , as road traffic noise above this level is associated with adverse effects on sleep.

To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from road traffic in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions, the GDG recommends reducing noise both at the source and on the route between the source and the affected population by changes in infrastructure.”

The Assessment confirms that the existing noise environment for those NoR's that are close to SH16 and the major transport corridors (i.e. NoR's 2,4 and parts of NoR 1) are controlled by road-traffic noise. The noise level survey results confirm that the noise levels in parts of the Project are well above the WHO target noise levels. The noise level predictions for the Design Year for each NoR demonstrate that a significant number of the current PPFs will remain exposed to noise levels that are in some cases significantly above the WHO target noise levels.

I have prepared this section of my review to emphasise that there is a significant incentive to ensure that the Requiring Authority is adopting the BPO to minimise the noise generated by the operational phase of the project. This incentive applies to minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads may be affecting in the future.

6.0 A shared responsibility

It would often be impracticable for the Requiring Authority to contain fully contain noise levels above the WHO targets within the road corridor. To do so would likely require quite significant measures in many cases, such as high and continuous noise barriers, low speed limits, vehicle flow reductions or similar. I acknowledge that many of these would defeat the purpose of the projects or at-best would severely adversely affect the efficient design, the urban amenity and access to properties and businesses.

The management of exposure to road traffic noise is a responsibility that is traditionally shared between the noise-maker (in this case the Requiring Authority) and the occupants and developers of the receiving environment. The common arrangement is that the road controlling authority would adopt the BPO to minimise the noise exposure in the receiving environment as the priority. This often includes a low-noise pavement, barriers where they are practicable, lower speed limits and designs that shift the heaviest / noisiest traffic flows away from the PPFs as far as practicable.

The receiving environment is then left to contend with the noise effects that 'spill' outside of the road corridor. This can be achieved in many ways, such as requiring a no-build setback, the use of spatial planning to create larger separation distances between major roads and residential areas, or most commonly to require activities sensitive to noise to be acoustically treated so that the occupants can have a cool and quiet internal environment where good quality sleep and a moderate-to-high level of amenity is available.

Unfortunately, the AUP does not currently include any standards that would require an activity sensitive to noise / PPF near to a major road to be acoustically treated to reduce road traffic noise indoors. The AUP does not include any standards that would contribute towards the receiving environment managing the road traffic noise effects that cannot be contained inside the road corridor.

I consider that the lack of standards in the AUP to require acoustic treatment of existing, new or altered activities sensitive to noise near to major roads is a significant issue, and that introducing new standards in the AUP for this purpose is beyond the scope of these projects and this process.

However, the NoR and resource consent processes do not have the ability to change the planning provisions in the AUP through the current process to require such treatment. Although beyond the expertise of an acoustic expert, it would be novel to expect the Requiring Authority to acoustically treat all existing activities sensitive to noise / PPFs that will remain exposed to noise levels above the WHO targets, especially when the level of exposure has likely been present for some considerable time already. The Requiring Authority are not proposing to acoustically treat any existing PPFs unless the procedures in NZS6806:2010 would require them to. I consider that this is a typical approach in a case such as this one.

I consider that the 'shared responsibility' to manage the effects of road traffic noise is an important aspect of this review and for the Projects to adopt.

6.1 The methods adopted by the Project to achieve a 'shared responsibility'

The Assessments and s92 Response provide some helpful methods of promoting the concept of a shared responsibility for managing the effects of road traffic noise on people.

These are the methods that the Assessment and s92 Response propose:

- 1) The Assessment looks at the physically existing 2022 receiving environment and gives an indication of the likely mitigation options that might comprise the BPO following the procedures in NZS6806:2010. The proposed conditions do not require the adoption of any of the mitigation options, other than a soft commitment to an asphalt pavement;
- 2) The Assessment and proposed NoR conditions state that the assessment of what might be the BPO will be repeated prior to construction of each part of the Project (the **future BPO assessment**). The future BPO assessment will look at essentially what is left of the 2022 receiving environment and will follow the procedures in NZS6806:2010 to determine the BPO for those receivers;
- 3) The Assessment provides predicted noise level contours for the current road design and mitigation based on the 2022 receiving environment. The s92 Response states that these contours could be used by the Council as a non-statutory layer in its GIS system to alert future development to the presence of high noise levels from road traffic so the future environment can appropriately manage its exposure to noise, if it chooses to do so.

These are the problems with the Requiring Authority's approach to achieving a shared responsibility:

- 1) The future BPO assessment fails to properly recognise the possibility that the Projects may be alongside or through to houses and / or communities that are provided for and anticipated by the AUP.
- 2) The predicted noise level contours (designed to inform future development) have no meaningful regard to the possibility of future houses or communities near to the road and
- 3) The predicted noise levels contours (designed to inform future development) have been based solely on the adoption of noise mitigation measures for the existing 2022 receiving environment.
- 4) The proposed designation conditions provide no recognition of future houses or communities and no pathway for them to be considered in the future BPO assessment.
- 5) The future BPO assessment process prescribed by the proposed conditions would ignore any dwelling that has replaced a PPF that currently exists, even if it was similar in location and not acoustically treated (keeping in mind the lack of standards in the AUP to require any acoustic treatment).

I consider that these issues are significant.

I consider that they can be largely resolved by requiring the future BPO assessment (as required by the proposed conditions) to recognise and provide for the BPO to be adopted for the receiving environment at the time of the future BPO assessment, where that receiving environment comprises:

- a) The PPFs that existed in 2022
- b) The PPFs that may have been established since 2022
- c) Any land that is zoned in a way that provides for development of new activities sensitive to noise.

I consider that this will ensure that the Projects are properly and appropriately integrated with the existing and future communities and will provide the best approach to minimising the potentially significant adverse effects of road traffic noise.

7.0 Appropriateness of the Requiring Authority's BPO assessment

The Assessment sets out the results of the evaluation of the BPO for road noise mitigation based on the receiving environment that physically existed in 2022.

7.1 Current assessment is indicative only

Other than confirming that an asphalt pavement will be used on the roads, the Assessment only makes tentative suggestions for other mitigation measures, such as barriers or acoustically treating houses, and only where the future BPO assessment might require it.

This demonstrates that the Requiring Authority is not committing to any particular noise mitigation measures at this time, other than an asphalt pavement. This is reflected in the Requiring Authority's proposed conditions, which do not mandate the implementation of any operational noise mitigation measures other than the type of pavement.

7.2 The Requiring Authority's proposed conditions freeze the receiving environment to 2022

The Requiring Authority's proposed conditions require that the future BPO assessment is undertaken prior to construction, using the final design present at that time, but referring only to the PPFs that have been evaluated in 2022. The future BPO assessment is intended to confirm whether the PPFs that exist in 2022 'change category' under the final design.

The proposed conditions essentially 'freeze' the receiving environment in time to 2022. The Requiring Authority's proposed conditions fail to recognise the receiving environment that might exist in the year that the final design is undertaken, potentially 20 years from now.

I have summarised the Requiring Authority's proposed process below:

- 1) **2022** - Conduct an assessment of the BPO and road noise effects based on the indicative project design and the PPFs that exist in 2022. This is the Current Assessment.

The Current Assessment allocates a noise exposure 'category' (A, B or C) to each PPF in accordance with the guidance in NZS6806:2010. All PPFs that existed in 2022 are listed in a Schedule and assigned their noise exposure 'category'.

- 2) **2023** – Seek designation conditions that require a future BPO Assessment to determine whether the noise level predictions for the final design will result in a change to the 'category' at any PPF that existed in 2022.
- 3) **2024 – 2038** – Conduct the final project design. Prepare an updated noise model and BPO assessment for the final project design to predict the noise level at all PPFs that existed in 2022 (from the Current Assessment) and that still exist at the time of the final design.

Use the updated noise model to determine whether any 2022 PPFs that still exist change category. Investigate the BPO for reduction of noise at the 2022 PPFs that might still exist.

Ignore the receiving environment that exists at the time and ignore the implementation of the BPO in areas where the 2022 PPFs may no longer exist or have been replaced, even with similar dwellings. This approach also ignores any opportunities to mitigate

noise effects that might exist in the future as the design changes and the receiving environment changes in terms of development and potentially zoning and zone provisions.

The proposed designation conditions specify the PPF's for the future BPO assessment by maps and building footprint (refer NoR condition 25i of S4 as an example). If these PPF's are demolished and replaced with PPF's in approximately the same location but potentially a more-dense arrangement, they will be ignored in the future assessment of the BPO required under the proposed conditions. This could include a situation where:

- 1) The Assessment recommends road side barriers or fences to mitigate noise effects for an existing (2022) PPF; and
- 2) No barriers would be required in the future assessment of the BPO if the 2022 PPF was replaced with a newer dwelling(s), even if in a similar location.

I understand that the Requiring Authority's approach is or may be premised on the new dwelling having been acoustically treated to reduce noise. However, this approach ignores a fundamental component of NZS6806:2010 and the WHO Guidelines to mitigate the noise at the source as the priority. The Requiring Authority's approach shifts the entire burden to the receiving environment if it did not physically exist in 2022.

I consider that the lack of any requirement in the AUP to acoustically treat noise sensitive activities near to major roads is a further reason to ensure that the maximum effort and priority should be to mitigate road noise effects inside the designation.

I consider that the simple fix for these issues is to ensure that the designation conditions recognises the physically existing and planned future environment at the time of the future BPO assessment.

7.3 Project objectives

Figure 3-1 of the AEE¹⁶ sets out the Project objectives. The Integration objective from the Detailed Business Case is clear:

“Provide a transport system that is integrated with landuse, enabling a more sustainable, high quality, connected urban form that supports growth in the North West”

I consider that it is vital that the final design of the project includes noise mitigation measures that integrate with the existing and planned future environments as well as it can.

I consider that the Requiring Authority's proposed conditions that freeze the receiving environment to what existed in 2022, and ignores the future receiving environment contravenes or is at least inconsistent this project objective.

¹⁶ <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/02-s4-assessment-of-effects-on-the-environment.pdf>

7.4 Recommended approach

I consider that the Requiring Authority's proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time.

This approach will ensure that:

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;
- 2) The future BPO assessment properly recognises the future planned environment / receiving environment as it will exist at the time of the future assessment; and
- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP. One example could be a situation where numerous sites are developed in a way that avoids the need for vehicle access to the A2B alignment, making noise barriers practicable and worthwhile.

I consider that only minor modifications to the Requiring Authority's proposed conditions are required. There are two ways the conditions could be structured:

- 1) The conditions could simply require a fresh assessment of the BPO for the final design for all PPFs according to the receiving environment that is present prior to construction; or
- 2) The conditions could maintain reference to the schedule of PPFs and their respective categories that existed in 2022, and then add in a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting.

8.0 Submissions on operational noise

I have reviewed the submissions that relate to operational noise effects from on NoRs S1 to S4. The submitters raising concerns relating to operational noise effects from the project include:

Table 1 Submissions on NoRs

Submitter(s)	NoR	Concern
J Alexander (3)	KS	Operational noise effects
J Baker / Gwillim Family Trust (57)	S1	Submitter requests noise contour plans for Pomona Road
S Cooper	S1	Construction and operational noise effects on 69 Foster Road and proposed mitigation <i>“Our residence hasn’t been specifically included in the Assessment of Operational Noise... report however our neighbours at 81 Foster road have. It is unclear to us if the “with mitigation” noise option is confirmed as proceeding – and if so what that entails”</i> . Submitter seeks a consent condition requiring a noise wall the eastern side of the ASH from SH16 (near Foster road) through to the Trig Road/ Foster Road overbridge.
S Anderson (29)	S2	Requests for noise barrier.
Bryce Kilpatrick-Sub 12	S4	The submitter considers the proposed 2m ‘noise wall’ would not be sufficient. Submitter seeks consideration of more significant noise barriers.
Kiel Harvey (18)	S4	Submitter raises concerns relating to noise effects from the industrial zoning and seeks that Auckland Council relocate the future industrial land so it is not directly located next to their residential subdivision.
R & J Chong (71), A Joicey (83)	S3, S1	Concerns relating to increased noise levels

There are a number of submissions (across all NoRs) from owners/ occupants that raise concerns they will be exposed to increased traffic noise levels. I recommend that the Requiring Authority responds to the specific issues raised by the submitters.

The concerns are generally expressing an adverse reaction to any increase in noise level arising from the project. I consider that any increase in noise level is undesirable and that every practicable effort should be made to minimise the noise levels experienced in the receiving environment in accordance with WHO recommendations.

I consider that a number of the submissions raise the same points and are addressed by the recommendations I have made in this review. Some of the submissions require responses directly from the Requiring Authority from the noise models.

9.0 Operational noise conditions

I consider that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they need to ensure that the future environment is properly recognised and provided for.

I recommend that the proposed designation conditions are amended to deliver the following specific outcomes:

- 1) The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken. This could be a simple modification that alters the definition of a PPF, or an addition to the conditions to properly and appropriately recognise the future planned environments.
- 2) The conditions should mandate the implementation of an OGPA low-noise pavement for the ASH;
- 3) The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;
- 4) The conditions should include a clear and certain noise standard for the Rapid Transit Stations to meet, as set out in this review;
- 5) The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned land do not increase. This gives some certainty for future development and assists in sharing the responsibility to mitigate road traffic noise effects;
- 6) The conditions should be amended to specifically recognise the sometimes-significant positive effect that roadside barriers can have on the ground floor of activities sensitive to noise and the outdoor spaces, even if they don't screen the upper floors. The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey.

10.0 Conclusion

It is well accepted and globally recognised that exposure to noise from road, rail and air transport infrastructure, industry, ports commercial activities and a variety of other sources has the potential to generate high levels of annoyance and adverse health effects if it is not managed carefully. The adverse effects can be significant where the noise exposure is high.

It is well recognised in New Zealand that NZS6806:2010 has a number of limitations. These have been well-documented by various decision makers including several Boards of Inquiry. I

consider it critical that the limitations of NZS6806:2010 are clearly understood, along with the additional assessment that is necessary to ensure that the limitations are addressed for these projects.

The Assessment confirms that the existing noise environment for those NoR's that are close to SH16 and the major transport corridors (i.e. NoR's 2,4 and parts of NoR 1) are controlled by road-traffic noise. The noise level predictions for the Design Year for each NoR demonstrate that a significant number of the current PPFs will remain exposed to noise levels that are in some cases significantly above the WHO target noise levels.

This emphasises that there is a significant incentive to ensure that the Requiring Authority is adopting the BPO to minimise the noise generated by the operational phase of the project. This incentive applies to minimising the road traffic noise effects for the receiving environment that exists in 2022 and also for future communities that exist or are anticipated and that the roads may be affecting in the future.

The Assessment sets out a short section for each NoR that outlines the possible noise mitigation options that could be adopted. However, the Assessments do not make a firm commitment to any particular mitigation option. This demonstrates that the Requiring Authority has not followed the complete process set out in NZS6806:2010 to consider a range of possible mitigation options and to follow an evaluation process to determine the BPO.

The fundamental principle of the Assessment and s92 Response is to design the road noise mitigation measures for the 2022 physically existing environment. The Requiring Authority's approach effectively ignores the future planned environment and proposes no mitigation for what could be a future residential community alongside the Projects, and no pathway through designation conditions that could deliver noise mitigation for future communities. The only exception to this is a soft commitment to implement an asphalt pavement. This may be well-short of the BPO in some instances.

The Requiring Authority's approach shifts the burden of effects and mitigation entirely on to the receiving environment if it did not physically exist in 2022. The only caveat to this is the 'soft' commitment to apply an asphaltic pavement (moderately low noise) for all NoRs. I consider that this alone will be insufficient to avoid potentially significant adverse effects in many circumstances, and it fails allow integration of road design and noise mitigation with the future environment.

I consider that the Requiring Authority's proposed conditions should be revised to require a BPO assessment prior to construction in the future that recognises the receiving environment as it exists at the time.

This approach will ensure that:

- 1) The future BPO assessment recognises all 2022 PPFs that are still present when the final design is confirmed;
- 2) The future BPO assessment properly recognises the future planned environment / receiving environment as it will exist at the time of the future assessment; and

- 3) The future BPO assessment will be capable of taking advantage of any opportunities that may arise between now and the final design process. These opportunities may arise from new land development or changes to the AUP. One example could be a situation where numerous sites are developed in a way that avoids the need for vehicle access to the A2B alignment, making noise barriers practicable and worthwhile.

There are a number of submissions (across all NoRs) from owners/ occupants that raise concerns they will be exposed to increased traffic noise levels. I consider that a number of the submissions raise the same points and are addressed by the recommendations I have made in this review. Some of the submissions require responses directly from the Requiring Authority from the noise models.

I consider that the designation conditions requiring the future BPO assessment need to be clear, certain and robust, and they need to ensure that the future environment is properly recognised and provided for.

I recommend that the proposed designation conditions are amended to deliver the following specific outcomes:

- 1) The conditions requiring the future BPO assessment should be amended to ensure they have proper regard to the receiving environment that exists or is provided for at the time the future BPO assessment is undertaken.
- 2) The conditions should mandate the implementation of an OGPA low-noise pavement for the ASH;
- 3) The 'low noise pavement' conditions for the other NoRs should be amended to remove the unnecessary qualifiers and to increase the certainty to the type of pavement that will be implemented;
- 4) The conditions should include a clear and certain noise standard for the Rapid Transit Stations to meet, as set out in this review;
- 5) The conditions should include a requirement to ensure that the predicted noise level contours across FUZ or live-zoned land do not increase.
- 6) The conditions should require barriers where the process in NZS6806:2010 would require them for a single-storey dwelling, regardless of whether the dwelling is in fact multi-storey.

I consider that it would be impracticable to deliver an outcome where the road noise effects are contained wholly within the designation boundaries. I therefore recommend that the designation conditions are crafted (as above) so they improve the likelihood of a properly integrated design for the noise mitigation measures for the physically existing receiving environment and the future receiving environment that either exists at the time of the future BPO assessment or is planned and anticipated.



REVIEW OF CONSTRUCTION NOISE AND
VIBRATION EFFECTS
NORTHWEST STRATEGIC AND LOCAL ARTERIAL
NOTICE OF REQUIREMENTS

TECHNICAL REVIEW PREPARED FOR
Auckland Council

DATE
13 July 2023

Technical review prepared by Styles Group for Auckland Council.

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1.0 Introduction

Auckland Council has engaged Styles Group to review the construction noise and vibration effects from the North West Strategic Package, Kumeu and Huapai Local Arterials and NW Local Arterials Package (the **Projects**).

This review is focussed on the construction noise and vibration effects from the Projects. I have prepared a review of operational noise and vibration effects under separate cover.

I have reviewed the following Assessments:

- The North West Strategic Assessment of Construction Noise and Vibration Effects (the **Strategic Assessment**)
- The Trig Road Corridor Upgrade Assessment of Construction Noise and Vibration (the **Trig Assessment**)
- The Redhills Arterial Transport Network Assessment of Construction Noise and Vibration (the **Redhills Arterial Assessment**)
- The North West Redhills Riverhead Assessment of Construction Noise and Vibration Effects (the **Redhills Riverhead Arterial Assessment**)
- The NorthWest Whenuapai Assessment of Construction Noise and Vibration Effects (the **Whenuapai Assessment**)

I refer to these collectively as the Assessments throughout this advice unless identified specifically.

I have prepared this review following pre-lodgement and post-lodgement engagement with the Project team. The engagement has included a site visit, meetings and feedback on draft reports and the review of the finalised Assessments lodged with the applications.

The objective of this review is to provide general commentary on the Assessments and to provide any additional commentary and analysis to ensure that the effects and mitigation measures are clear and understandable.

2.0 Experience and qualifications

My full name is Jon Robert Styles. I am an acoustic consultant, director and the principal of Styles Group Acoustics and Vibration Consultants. I have approximately 22 years of experience in the industry, the first four years as the Auckland City Council's Environmental Health Specialist – Noise, and the latter 18 years as the Director and Principal of Styles Group.

I hold a Bachelor of Applied Science majoring in Environmental Health and I have completed the Ministry for the Environment's Making Good Decisions programme. I recently concluded my second term as the President of the Acoustical Society of New Zealand. I am currently a Council member and professional member of the ASNZ.

I am on the executive of the Association of Australasian Acoustical Consultants (**AAAC**). My role on the executive is to develop guidelines for the assessment of noise and vibration in New Zealand and Australia.

Throughout my career, I have been involved in the development and administration of numerous District Plan rules, plan changes and general policy development. I have assisted a large number of councils to process a significant number of resource consents and Notices of Requirement subject to noise and vibration standards. I have extensive experience advising on the management of noise and vibration effects, including the construction, maintenance and operational noise effects of major and strategic transport infrastructure (including port, road, air and rail) and the protection of strategic industry and transport infrastructure through the effective management of reverse sensitivity effects.

Specific assignments relevant to this evidence include:

- Review of operational and construction noise effects on behalf of Auckland Council for many Auckland Transport project's, including AMETI, Eastern Busway and Airport to Botany.
- The Auckland Council's witness through the development of the High Land Transport Noise Overlay and the E25 Noise Chapter in the Proposed AUP.
- Advice on several recent District Plan reviews, including Whangarei Urban and Services Plan Change and plan reviews in Wellington, Christchurch, Waikato, Queenstown, Central Hawkes Bay, New Plymouth, Taupō, Napier, Gore and Kaipara.
- Providing advice to a range of clients on a significant number of resource consents, NoRs and plan changes involving construction effects, including a significant number of Waka Kotahi projects.
- Noise and vibration measurements for a significant number of resource consent applications involving construction activities ranging from small residential development to significant infrastructure, such as City Rail Link, Northern Corridor Improvements, Waterview Connection, Central Interceptor and many more.
- I have given evidence before several Boards of Inquiry on road construction effects including being the Boards' expert.
- I have assisted a wide range of tier-1 and tier-2 constructors to manage their construction noise and vibration effects during the construction of a range of significant infrastructure projects. This includes advising constructors on the management of construction noise and vibration effects that are managed by conditions and CNVMPs that are similar in nature to those proposed by the Requiring Authority in this case. This includes Southern Corridor Improvements, Lincoln Road Corridor Improvements, Mackays to Pekapeka, Waikato Expressway, Central Motorway Junction, AMETI, Victoria Park Tunnel, Waterview Connection, St Lukes Interchange, SH16 Causeway, Puhoi to Warkworth, the Northern Corridor Improvements and many others.

I have read the Environment Court Code of Conduct for Expert Witnesses. My advice complies with the Code in all respects and the opinions herein are within my area of expertise.

3.0 The Projects

The scope of each NoR, their receiving environment and the nature and extent of construction works are described in the application material and are not repeated in this advice.

The NoRs are generally summarised below. All project descriptions have been sourced from the application documents.

3.1 Strategic and Kumeu Huapai Local Arterials

NoR	Project	Description	Requiring Authority	Lapse period sought
Highway Connections				
NoR S1	Alternative State Highway (ASH) and Brigham Creek Interchange (BCI).	A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange	Waka Kotahi	20 years
NoR S2	SH16 Main Road Upgrade	Widening of the existing 20m wide two-lane urban arterial to a 24m wide corridor with walking and cycling facilities on both sides of the corridor. Realignment of Station Road intersection with SH16.	Waka Kotahi	Designation has been given effect to.
Rapid Transit				
NoR S3	Rapid Transit Corridor (RTC)	Rapid transit system connecting Kumeū-Huapai with Westgate, Auckland City Centre and the North Shore	Waka Kotahi	20 years
KS	Kumeū Station	New rapid transit station, including transport interchange facilities and accessway.	Waka Kotahi	20 years
HS	Huapai Station		Waka Kotahi	20 years
Local Roading				
NoR S4	Upgrade of Access Road	Upgrade of Access Road to a four-lane corridor with separated cycle lanes and footpaths on both sides of the corridor	Auckland Transport	20 years

3.2 Whenuapai Package

NoR	Project	Description ¹	Requiring Authority	Lapse period sought
NoR W1	Trig Road (North)	Upgrade of Trig Road (North) corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W2	SH16 Main Road Upgrade	Extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W3	Brigham Creek Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR W4	Spedding Road	Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor	Auckland Transport	15 years
NoR W5	Hobsonville Road (alteration to existing designation 1437)	Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane. Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross section with separated active mode facilities on both sides of the corridor. Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross section with separated active mode facilities on both sides of the corridor	Auckland Transport	n/a

3.3 Trig Road Corridor Upgrade

NoR	Project	Description	Requiring Authority	Lapse period sought
	Trig Road Corridor Upgrade	Widening and upgrade of the existing Trig Road transport corridor from a 20m wide, two-lane rural road to a 24m wide, two-lane arterial standard transport corridor between the SH18 off-ramps and Hobsonville Road	Auckland Transport	15 years

¹ Reproduced from <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/03-r1-assessment-of-effects-on-the-environment.pdf>

3.4 Redhills Arterial Network

NoR	Project	Description	Requiring Authority	Lapse period sought
NoR 1	Redhills North-South Arterial Corridor	New urban arterial transport corridor and upgrade of Don Buck and Royal Road intersection.	Auckland Transport	15 years
NoR2a	Redhills East-West Arterial Corridor – Dunlop Road	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West corridor (NoR2c) at the intersection with the Redhills North-South arterial corridor.	Auckland Transport	15 years
NoR2b	Redhills East-West Arterial Transport Corridor – Baker Lane	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).	Auckland Transport	15 years
NoR2c	Redhills East-West Arterial Transport Corridor – Nixon Road Connection	New urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road. This includes the upgrade of the existing Red Hills Road / Nelson Road / Nixon Road intersection, and the existing Nixon Road / Henwood Road intersection	Auckland Transport	15 years

3.5 Redhills and Riverhead

NoR	Project	Description ²	Requiring Authority	Lapse period sought
Redhills				
NoR RE1	Don Buck Road	Upgrade of Don Buck Road corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.	Auckland Transport	15 years
NoR RE2	SH16 Main Road Upgrade	Upgrade of Fred Taylor Drive corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor	Auckland Transport	n/a

² Reproduced from <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/03-r1-assessment-of-effects-on-the-environment.pdf>

NoR	Project	Description ²	Requiring Authority	Lapse period sought
Riverhead				
NoR R1	Coatesville – Riverhead Highway	Upgrading the southern section of the corridor to a 33m two-lane low speed rural arterial cross-section with active mode facilities on the western side and upgrading the northern section of the corridor to a 24m two-lane urban arterial cross-section with active mode facilities on both sides of the corridor.	Auckland Transport	20 years

4.0 Context and overview

Managing the noise and vibration effects from constructing large infrastructure projects can be challenging. The often-heavy nature of the works and close proximity to receivers commonly results in construction noise and vibration effects high enough to cause significant disruption to normal business or residential activity.

In my experience, it is not possible to require a project of this nature to comply with noise and vibration limits that would avoid disruption. To do so would often require such extensive mitigation that the project becomes cost-prohibitive, and it could prolong the construction duration by significant amounts.

Accordingly, the construction noise and vibration effects of large infrastructure projects are often managed by allowing them to exceed the typical ‘permitted standards’ for construction noise and vibration on the basis that there are strict requirements (in conditions) to ensure that the Best Practicable Option (**BPO**) is adopted to manage the effects.

The BPO can comprise a large variety of physical mitigation measures such as limits on machine size and type, noise barriers and similar, through to management measures such as timing of the works, offering mitigation to the receivers directly and offering effective consultation and engagement with the receivers to help avoid the worst of the effects. This is essentially the Requiring Authority’s proposal in this case. I support such a proposal, provided that the conditions set out a clear and certain pathway to ensure that the BPO is carefully identified and adopted in all cases.

It is important to note that this approach is still likely to result in some significant disruption to businesses and residential activity. But it will minimise it to the greatest degree practicable.

4.1 Uncertainty

A key feature of the Assessments is the lack of detail on construction methods, plant, the time it will take to conduct high-noise or vibration work near to any particular receiver, and therefore the overall degree of construction noise and vibration effects.

I acknowledge that it would be difficult for the Requiring Authority to provide a more accurate assessment of the construction noise and vibration effects at this time, given the relatively long lapse periods and the difficulty in confirming specific construction methods for special features along the routes, such as bridges, retaining walls and other structures.

I have been involved in other projects where the Requiring Authority or applicant has been required to minimise these uncertainties by engaging with construction experts to refine the construction methods and timeframes to a more-detailed level. This has allowed a more accurate and reliable assessment of construction noise and vibration effects to be undertaken. The major focus in those cases has been to determine whether there is likely to be significant disruption to any particular receivers. The focus is therefore applied to the construction of the projects in areas where there are receivers very close by, and / or where there are structures to be built that might take longer and / or involve heavy plant and high noise / vibration activities close to receivers. This could include works in constrained environments such as through Kumeu and Huapai (for example).

By contrast, (and for example) the construction of much of the ASH could be left at a general level as the remoteness of the route from most receivers means that the construction noise and vibration effects will be unlikely to cause significant disruption.

Overall, I consider that the Assessments are subject to a reasonable degree of uncertainty that makes it difficult to determine the level of effect and disruption that might be experienced by receivers close to major elements of the works. The specific elements of uncertainty are:

- 1) **Equipment and activity noise and vibration levels** – I consider that the Assessments have done a reasonably good job of estimating and predicting the noise and vibration levels arising from the use of different plant and activities.
- 2) **Duration of construction** – there appears to be a high degree of uncertainty on the duration that any particular receiver would be exposed to construction noise and vibration levels that could cause disruption. I expect that this is due to the construction methodology being in a relatively unrefined state.
- 3) **Dynamic state of the receiving environment** – the Assessments quite rightly acknowledge that the receiving environment is dynamic, and that there are a number of situations where there may be new receivers established much closer to the works areas than the current receivers. This makes it very difficult in many cases to determine what construction noise and vibration effects will be likely on these future receivers. Helpfully, (and in contrast to the operational noise assessments) the Assessments propose that the construction noise and vibration effects on future receivers are treated the same as the existing receivers.
- 4) **Overall level of effect and disruption** – the uncertainties noted in (1) to (3) above, (and (2) and (3) in particular) contribute to what I consider to be a reasonably high degree of uncertainty in the overall assessment of construction noise and vibration effects. This uncertainty is attributable mostly to the shortage of information available at such an early stage of the design – rather than being the fault of the Assessments.

I consider that the reasonably high degree of uncertainty in the assessment of construction noise and vibration effects needs to be emphasised in this case.

5.0 The Requiring Authority's Assessments

The Assessments are generally comprehensive. I consider that the technical inputs (such as equipment sound power levels), noise and vibration prediction methods, application of NZS6803:1999 and the general technical aspects are appropriate and robust.

The Assessments provide setback distances for construction noise and vibration emissions based on an indicative construction methodology. The Assessments recognise that:

- a) The conclusions relating to the predicted noise and vibration levels and effects can only be confirmed after the detailed design has identified the proposed construction methodology, staging and selection of proposed plant; and
- b) The prediction levels will need to be reconfirmed based on the physically existing receivers at the time of construction. The Appendices attached to the Assessments identify the physically existing affected receivers that are predicted to receive noise and/ or vibration levels above the permitted standards (based on mitigated and unmitigated compliance distances).

Taking into account (a) and (b), I consider that there is likely to be some considerable variation in the actual noise levels that will be received in-reality. The noise level predictions provided by the Requiring Authority are useful to give an indication of the approximate magnitude of the effects that will be experienced by the *existing* receivers, but they should be considered indicative only.

The Requiring Authority proposes to manage the effects of construction work through CNVMP's that will be prepared prior to construction.

5.1 Effects on receivers

A key component of the assessment of construction noise and vibration effects are the tables in each of the Assessments that describe the potential noise and vibration effects. These tables describe the nature of the effects that would typically be experienced by receivers at various noise and vibration levels. These descriptions have been adapted from the Northern Corridor Improvements project.

These tables demonstrate that the construction work will include considerable disruption for some receivers, even at the permitted standards in the AUP (70dB L_{Aeq} during the day). For example, at a noise level of 70-75dB L_{Aeq} , "*Businesses that involve substantial outdoor use...*" "*would experience considerable disruption*".

The tables also demonstrate that at vibration levels up to (but not exceeding) the Category B standards, the effects "*Unlikely to be tolerated in a workplace or residential environment without prior warning and explanation. If exposure was prolonged, some people would want*

to leave the building affected. Computer screens would shake, and light items could fall off shelves.”

The effects increase beyond these noise and vibration levels to a point where they would be difficult to tolerate at all, and where significant disruption and potential damage is probable. The Assessments predict noise and vibration levels high enough to cause significant disruption in many cases.

In my opinion, these effects are high. They may only be received in some cases for short periods, in which case it may be tolerable. However, I expect that in some cases the exposure to disruptive construction noise and vibration effects could be prolonged (even if there are intermittent periods of respite) and the effects could be significant overall.

The Assessments provide a very general indication of the duration of time that a receiver will experience disruption. However, based on my experience, I expect that there will be some receivers that will experience significant disruption potentially for several weeks, and potentially longer. These effects can be significant, even when managed by adopting the BPO in terms of physical mitigation and management measures. This is commonplace for large infrastructure projects.

Overall, I expect that the construction noise and vibration effects generated by the works will be typical of a large roading project with receivers in close proximity. Most receivers will experience a moderate level of construction noise and vibration for most of the project. The closest receivers will be likely to experience construction noise and vibration levels that exceed the project standards for short periods as the works progress past them, and some for longer periods where there are structures that require longer construction periods. The construction noise and vibration effects and disruption on these receivers could be significant.

In my view, such effects are a typical feature of large infrastructure projects. But this does not necessarily make them reasonable.

5.2 Noncompliance with permitted standards

The construction noise and vibration conditions proposed by the Requiring Authority require compliance with the permitted noise and vibration standards “*as far as practicable*”. The proposed wording of the CNVMP condition also requires the plan to achieve the construction noise and vibration standards “*to the extent practicable*”³. The construction noise and vibration standards are similar to the permitted standards in the AUP.

The condition sets allow the CNVMP to set out the management measures for any situation where construction noise and vibration levels exceed the construction noise and vibration standards. The conditions then propose that Schedules are developed for any exceedance of the construction noise and vibration standards that is not dealt with in the CNVMP.

³ North West Local proposed condition set.

I consider that this arrangement is inappropriate, as it allows the CNVMP to be drafted in a way that allows infringements of the construction noise and vibration standards in wide-ranging circumstances with a relatively 'open' framework for permitting the infringements.

In my view, the activities that infringe the construction noise and vibration standards are the activities that will generate the highest level of effect and disruption. I consider that these activities and effects are the ones that require the closest attention, the most thorough assessment of the BPO and the most careful management.

I consider that the possibility of the CNVMP dealing with infringements to the standards in a potentially open and permissive manner is inappropriate. I consider that all infringements should be dealt with by Schedules to the CNVMP. This will achieve better outcomes in two ways:

- 1) The proposed conditions requiring Schedules set out a specific process for identifying the specific receivers, activities of concern, timeframes and the BPO in a much more detailed and appropriate way than the CNVMP would be capable of, and
- 2) The need to prepare a Schedule can often act as an incentive to apply more physical mitigation or better management to avoid any infringement of the construction noise and vibration standards.

Accordingly, I consider that the proposed NoR conditions should be amended to require any infringement of the construction noise and vibration standards to be dealt with by a Schedule only.

5.3 Night works

The Assessments confirm that night works will be limited to "critical activities" that cannot be carried out at any other time.

I understand that works at night are typically required to complete tasks when traffic flows are low and traffic disruption can be minimised, on the basis that completing such works during the day would cause significant disruption. The downside of avoiding bad traffic disruption during the day is often the sleep disruption for nearby receivers at night. It is my experience that allowing for some work at night is reasonable and consistent with the approach taken for most large infrastructure projects.

The key is to ensure that the noise and vibration levels from night works are minimised as far as practicable, and that where the residual noise and vibration levels exceed the project noise and vibration standards, a Schedule is developed to manage those effects. This is the typical approach that has been successfully adopted for several recent infrastructure projects.

The Assessments state that night works will be limited to critical activities that cannot be undertaken out at any other time. The proposed conditions require the CNVMP to simply describe "*any requirements to limit night works ...as far as practicable*".

I consider that the conditions should limit the scope of night works to critical activities that cannot be carried out any other time. The key issue is ensuring that construction work is not

carried out at night to make up for lost time or other project delays, where that work can be completed during the day.

I recommend that the NoR conditions be amended to make it clear that works at night that would exceed the construction noise and vibration standards can only be authorised by a Schedule where those works cannot reasonably be undertaken during the day. Such work cannot be undertaken at night to advance the construction program if that work can be done in the day.

6.0 Submissions on construction noise and vibration effects

I have reviewed the submissions that relate to construction noise and vibration effects on the Projects. The submissions are generally summarised below.

Table 1 Submissions on strategic NoRs

Submitter(s)	NoR	Concern
P Joicey (8)	KS	Noise effects from construction work
J Alexander (3)	KS	Noise effects from construction work
S Cooper (9)	S1	Noise effects from construction work
Heritage New Zealand	S2	Effects on the Huapai Tavern and the Kumeu Railway Goods Shed, located in the extent of NoR S2 or within the 200m buffer of NoR S2.
S Newnham	S2	Noise effects from construction work
T A S Ltd (51)	S2	Noise effects from construction work
A Joicey (83)	S3	Noise effects from construction work
Morleyvest Limited (81)	S2, S3	Submitter raises concerns relating to effects on tenancies of 1A Tapu Road, Huapai. The site is zoned RMHSZ and includes various commercial tenancies including a childcare centre ("ACPL"). The outdoor play area appears to be traversed by the new designation. Submitter raises concerns relating to construction noise effects on the childcare centre: <i>"construction noise during 7.30am-6.00pm weekdays in the Residential – Mixed Housing Suburban Zone is a maximum noise level of 75dBA Leq and 90dBA Lmax.5 The anticipated construction noise levels for this work is between 80 or 85dB LAeq which exceeds that permitted under the Plan. Noise and vibration (which can be as high as 80 or 85dB LAeq) will impact the children's sleeping arrangements during the day, and poses the risk of hearing damage to the children (especially when using outdoor spaces). This in turn, may result in families relocating their children currently enrolled at ACPL to alternate early childhood learning centres"</i> . The submitter seeks that ASN be considered in the Construction Noise and Vibration Management Plan, noise levels standards be reduced in areas that contain ASN and consultation relating to noise mitigation measures;
Kumeu Shopping Village Combined	S2, S3, KS	The Submitter requests noise control to allow all tenants of the Kumeu Shopping Village to continue to trade during construction activity.

Submitter(s)	NoR	Concern
Owners Committee and Kumeu Medical Centre, Kumeu Dental Surgey		
Ministry of Education- Submission 20	S2, S3	The Submitter notes that Matua Ngaru School has been identified as a property potentially affected by noise. The Ministry supports the implementation of a CNVMP to ensure communication and consultation with the affected receivers and a site-specific schedule if required. The Ministry requests that both Matua Ngaru and Huapai schools are engaged with to determine if they will be affected by noise and what noise mitigation can be implemented, if necessary

Table 2 Submissions on Local Arterials

Submitter(s)	NoR	Concern
Kainga Ora	All	Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.
D Wilson & A Tabuteau	R1	Vibration effects from construction activity on 1914 villa on 5 Moontide Road: “ <i>A few years back road works caused damage to our lounge. Heavy machinery shook the house like a low-grade earthquake and cracked the wall lining and kauri door frames in our living room which is nearest the road. The house foundations were inspected and found stable. The earthworks required to achieve what you propose would damage our home considerably more.</i> ”
C & L M Laurie, W Van der Steen, C Cruz, J Kahukiwa & L Roberts	All	Construction noise and vibration effects
Nicola Craig	HIF	Construction noise and vibration effects on 2 Trig Road. The Submitter considers that the construction noise standard is not practicable and that the construction timeframes should be shortened.
Ministry of Education	NoR1	MoE request consideration of noise barriers and visually impermeable hoarding around the school during construction to reduce disruption (to be confirmed with the school closer to the time of construction). The Ministry also seek that operational noise effects are fully mitigated on the school to ensure students can continue to learn in a non-disrupted learning environment.
Acanthus	NoR 1	Submitter raises concerns relating to construction noise and vibration effects on Cardinal West. Submitter seeks that there is land available for acoustic measures, including noise walls and other barriers to reduce the overall effect of noise on the Cardinal West residents.
Universal Homes	NoR 2a and 2b	Submitters requests that construction noise and associated conditions takes account of the future residents within the new dwellings that may be constructed on 60-68 Fred Taylor Drive, 550 Don Buck Road and Lot 7703 DP 568880.

Submitter(s)	NoR	Concern
BW Holdings Limited	W5	<p>The Submitter opposes several proposed conditions relating to construction noise.</p> <p>The Submitters does not support the inclusion of “as far as practicable” in sub-part (a) of proposed Condition 16. The Submitter states that the “Noise and Vibration Assessment Report predicts that these standards will be complied with at all noise sensitive receivers and there is thus no need for the “as far as practical” escape clause”</p> <p>The Submitter supports the requirement that a CNVMP must be prepared with the following reservations:</p> <p><i>“a) In sub-part (c) objective, the use of “to the extent practicable” in addition to “the Best Practicable Option is unnecessary, will weaken the meaning of “Best Practicable Option” to an unsatisfactory degree and fails to provide potentially affected persons with an acceptable degree of certainty that responsible environmental outcomes will be achieved.</i></p> <p><i>b) In sub-part (c) (x), if the requisite standards will not be achieved then there should be a requirement to identify and implement mitigation actions that could include actions on the receiving properties. Simply to identify “specific management controls” does not discharge the overarching responsibility to mitigate adverse effects to an acceptable level.</i></p> <p><i>20. The Company notes that 193 Hobsonville Road is identified as a property for which the received construction noise is likely to exceed the standards in Table 16.1 of the conditions. (in Appendix A – Affected Receivers – Noise (Unmitigated) to the Assessment of Construction Noise and Vibration Effects Report) Unfortunately, no details about the likely extent or frequency of the non-compliance are given in the report. For NoR W5, some 410 properties are assessed as likely to be so affected. The Company considers this to be unacceptable resource management practice and that provision must be made for mitigation”</i></p> <p>The Submitter seeks the following relief:</p> <p>8. Condition 16 – Construction Noise Standards. In condition 16 (a) delete the words “as far as practicable”</p> <p>9. Condition 18 – Construction Noise and Vibration Plan.</p> <p>a) In condition 18(c) after the words “set out in Conditions 16 and 17” delete the words “to the extent practicable”.</p> <p>b) In condition 18(c) (x) after the words “specific management controls”, add the words “and/or mitigation techniques”</p>
Ministry of Education	W5	<p>Hobsonville School is located close to proposed works and has not been identified as a potentially affected property. MoE support the approach for a CNVMP, and requests appropriate noise mitigation is implemented and engagement is undertaken with the school if they are identified as an affected property.</p>
C & A Day	W5	<p>The Submitter questions whether they are an affected receiver for construction noise.</p>
General Distributors Limited (Countdown)	W5	<p>Concerns relating to construction noise effects on Countdown Hobsonville.</p>

6.1 Concerns raised by owners and occupiers of dwellings, businesses and vacant land

I recommend that the Requiring Authority addresses the specific concerns raised in submissions from the owners/ occupiers of land affected by the NoRs. This should provide a more site-specific assessment of the potential adverse construction noise and vibration effects for the specific properties.

I agree with the concerns raised by BW Holdings relating to the conditions proposed by the Requiring Authority. I have recommended amendments to the proposed conditions that are designed to provide greater certainty for receivers. These amendments require that any infringement of the construction noise and vibration standards is managed by a Schedule, and not in a permissive manner by a CNVMP.

The submissions from Kumeu Shopping Village and the businesses that are part of it raise similar issues. My assessment is that many of the submitters will experience construction noise and vibration effects that are intermittent or short-term. The submitters that operate businesses on the close to the main works areas do have the potential to experience construction noise and vibration effects that could be more disruptive. These works will need to be carefully managed to ensure that the BPO is carefully identified and adopted. I recommend that the Requiring Authority provide further detail on these submissions to provide a more specific and certain assessment of the potential adverse construction noise and vibration effects on these businesses.

6.2 Kainga Ora submission

The submission from Kainga Ora supports the imposition of conditions that require a Construction Noise Management Plan and Schedules to manage the construction noise and vibration effects of the project. I support this outcome. I have recommended changes to the proposed conditions to provide greater certainty and management of effects through CNVMP's and Schedules.

6.3 Ministry of Education (MoE)

I support the relief sought by MoE. I consider that the construction noise and vibration effects on schools and ECECs can be significant if not managed properly, and that these facilities often experience disruption at lower construction noise and vibration levels than other businesses and residential activity.

I recommend that the Requiring Authority respond to these submission points directly with the knowledge they have of the construction activities that will be likely in locations near to the MoE properties.

6.4 Heritage New Zealand's submission

The submission of Heritage New Zealand raises concerns relating to construction vibration effects on the two listed heritage buildings, Huapai Tavern and Kumeū Railway Goods Shed. These buildings are within the footprint of several designations.

The Strategic Assessment states that these buildings are proposed to be repositioned along the corridor following works commencing on the RTC (NoR S3) to enable the construction of the Project. The Strategic Assessment states that:

“The buildings are transported to their new site, which will involve high levels of vibration through the loading, transport and unloading. Therefore, we consider that with appropriate siting and careful construction management, construction vibration is unlikely to cause damage to these buildings”⁴

The successful relocation of heritage buildings is largely beyond the expertise of an acoustics / vibration expert. However, I have been involved in the relocation of a number of heritage buildings, and in particular the relocation of the Birdcage Tavern as part of the Victoria Tunnel project. I can provide brief comment from my experience on that project.

I consider it likely that significant strengthening work would be required before the buildings can be moved. The effects of moving the buildings will be much greater than the potential vibration effects.

The Strategic Assessment does not provide any analysis of how the buildings can be successfully relocated whilst withstanding the stresses arising from relocation efforts. I consider that this matter is best-assessed by suitably qualified and experienced structural engineer.

However, I understand that it is likely that the heritage buildings will be exposed to vibration from construction work at some point, wherever they are located. In such cases, I recommend that vibration monitoring is undertaken on at least one point on each main part of the structures during the works that have the potential to reach 50% of the guideline vibration limits for avoiding damage to heritage buildings as set out in DIN4150-3.

In some cases, the criteria to avoid building damage in heritage buildings is lower than the Category B vibration limits in the proposed construction noise and vibration standards.

I consider that the guideline limits for avoiding damage to “Line 3” (including heritage buildings) is required to be complied at all times, whether the buildings are occupied or not and irrespective of the time of the day that the work is undertaken.

I consider that this could be achieved either by the development of a draft Schedule or by modifications to the NoR conditions. I suggest that the latter option may provide greater certainty.

⁴ P44 of the Strategic Assessment

7.0 Recommended conditions

I have worked with the Council team to markup amendments to the proposed NoR conditions. These amendments are generally designed to deliver a greater level of certainty in the way that the construction noise and vibration standards apply and how infringements to those standards are handled.

I have not made any amendments to the conditions to better-manage the vibration effects on heritage buildings or education facilities at this stage. I consider that some amendments will likely be necessary, but that the Requiring Authority should provide further assessment in response to the specific submissions before those amendments should be drafted.

8.0 Conclusion

Managing the noise and vibration effects from the construction of large infrastructure projects can be challenging. The often-heavy nature of the works and close proximity to receivers often results in the generation of noise and vibration effects high enough to cause significant disruption to normal business or residential activity.

The Assessments are generally comprehensive. I consider that the technical inputs (such as equipment sound power levels), noise and vibration prediction methods, application of NZS6803:1999 and the general technical aspects are appropriate and robust.

A key feature of the Assessments is the lack of detail on construction methods, plant, the time it will take to conduct high-noise or vibration work near to any particular receiver, and therefore the overall degree of construction noise and vibration effects.

I acknowledge that it would be difficult for the Requiring Authority to provide a more accurate assessment of the construction noise and vibration effects at this time, given the relatively long lapse periods and the difficulty in confirming specific construction methods for special features along the routes, such as bridges, retaining walls and other structures.

The noise level predictions provided by the Requiring Authority are useful to give an indication of the approximate magnitude of the effects that will be experienced by the *existing* receivers, but they should be considered indicative only.

The Assessments also quite rightly acknowledge that the receiving environment is dynamic, and that there are a number of situations where there may be new receivers established much closer to the works areas than the current receivers. This makes it very difficult in many cases to determine what construction noise and vibration effects will be likely on these future receivers. Helpfully, (and in contrast to the operational noise assessments) the Assessments propose that the construction noise and vibration effects on future receivers are treated the same as the existing receivers.

The Requiring Authority proposes to manage the effects of construction work through CNVMP's that will be prepared prior to construction.

The condition sets proposed by the Requiring Authority allow the CNVMP to set out the management measures for any situation where construction noise and vibration levels exceed the construction noise and vibration standards. The conditions then propose that Schedules are developed for any exceedance of the construction noise and vibration standards that is not dealt with in the CNVMP.

I consider that this arrangement is inappropriate, as it allows the CNVMP to be drafted in a way that allows infringements of the construction noise and vibration standards in wide-ranging circumstances with a relatively 'open' framework for permitting the infringements.

In my view, the activities that infringe the construction noise and vibration standards are the activities that will generate the highest level of effect and disruption. I consider that these activities and effects are the ones that require the closest attention, the most thorough assessment of the BPO and the most careful management.

I have worked with the Council team to prepare a set of marked-up amendments to the NoR conditions proposed by the Requiring Authority. These amendments are generally designed to deliver a greater level of certainty in the way that the construction noise and vibration standards apply and how infringements to those standards are handled.

Overall, I expect that the construction noise and vibration effects generated by the works will be typical of a large roading project with receivers in close proximity.

Most receivers will experience a moderate level of construction noise and vibration for most of the project. The closest receivers will be likely to experience construction noise and vibration levels that exceed the project standards for short periods as the works progress past them, and some for longer periods where there are structures that require longer construction periods. The construction noise and vibration effects and disruption on these receivers could be significant.

Appendix 3D

Effects on Trees (including notable trees) Review

Robert Scott

From: Gavin Donaldson <Gavin.Donaldson@aucklandcouncil.govt.nz>
Sent: Thursday, 23 February 2023 12:10 pm
To: Jo Hart
Subject: RE: Supporting Growth - NW Local Arterials Arborist Memo

Follow Up Flag: Follow up
Due By: Thursday, 23 February 2023 3:00 pm
Flag Status: Flagged

Hello Jo,

I have been involved with several previous and current NoR applications from the Supporting Growth team. These appear to be in a standard format regarding the effects upon protected trees and vegetation and this memo is applicable to all the NoR requests that you are processing for the NW region.

The AEE states that trees that are not scheduled but are notable specimens in the landscape are noted in the Landscape Report, and a Tree Management Plan has been proposed as part of the NOR conditions to be provided prior to construction (at the OPW stage) to confirm effects on protected trees, and how these effects can be avoided, remedied or mitigated. It is also proposed in the AEE that an Urban Landscape Design Management Plan (ULDMP) be provided at the OPW stage which will include replacement planting and tree protection measures so that effects on trees can be 'mitigated.'

While the Applicant has offered to provide 'mitigation' for the proposed tree removals, by definition, mitigation acknowledges that there is a lasting negative effect, and it is preferred that an approach which remedies the impact of tree removals is adopted, where the remedial planting accounts for lost future environmental benefits that trees provide, including the eco-system services of soil / erosion protection, storm-water reduction, wildlife habitat, and sequestered carbon.

My difficulty with the 'mitigate' approach is that the vast bulk of trees proposed for removal under these designations are sited within Council Reserves (chapter E16) and Road Reserves (chapter E17). There are multiple references within the objectives, policies, and assessment criteria listed in these chapters to the essential eco-system services provided by trees, and I consider that there is a requirement to avoid or remedy, rather than mitigate, this loss as set out in the RMA and AUP, including Section 17(1) of the RMA. Furthermore, in consideration of the ecosystem services provided by the trees proposed to be removed for these designations, their loss will also require appropriate remedial planting to achieve the stated objective of central government to be 'carbon neutral' by 2050 and also to align with the sustainability goals of the Auckland Council's 'Low Carbon Strategic Action Plan'.

I realise that, as this is a NoR application, the designation may not be given effect to until some-time (potentially decades) in the future and the trees can remain on site in the interim, however, the increase in stature and ecosystem services provided by these trees will also substantially increase over time and the subsequent loss at time of their removal will be greater. Therefore, it is essential that the designation includes a requirement for the provision of sufficient replanting to adequately remedy the loss at the time of tree removal, rather than having a condition that merely requires them to 'mitigate' the removals through the provision of a ULDMP landscape plan at some future date.

I understand that under the RMA, the Council's assessment of climate change effects for a proposal is limited to the greenhouse gas emission-reducing effects of renewable energy, however, this is likely to change under proposed RMA reforms, and it is therefore prudent to ensure the proposed replacement planting requirements in the ULDMP condition (cross-referenced with the TMP condition) are consistent with the planting requirements in place at the time tree removal, and to ensure that the replanting replaces the loss of ecosystem services provided by the trees and vegetation being removed.

The value of ecosystem services provided by trees can be determined using the i-Tree Development Team 2020 forecasting tool which calculates the lost future benefits arising from the proposed tree removals, and the remedial planting that will be needed to replace these lost benefits, maintain carbon neutrality, and ensure that the actual effects of tree removal are addressed in a sustainable fashion.

I have highlighted this issue of eco-system services loss in several previous Supporting growth NoR applications. The response has been push back from the Applicant, citing reasons such as “ Given the timeframes for construction (approx. 15 years) and the current route protection stage of the Project, it is not considered appropriate to apply a tree carbon sequestration calculation at this stage. The Project Team arborist notes that this an evolving area of tree mitigation and any calculations and methodology would likely be superseded by the time construction works for the Project have commenced.”

Please be aware that I am not contesting the need to remove trees and vegetation for the purposes of the designation, and I am not asking for an i-tree assessment in the processing of these NoR applications. I am however asking that the designation conditions include a requirement that the replanting to be undertaken is sufficient to replace the lost eco-system services that the removed trees provide at the time of tree removal. This can be achieved through the ULDM conditions and it is my recommendation that an addition be made to the ULDM replanting condition that specifies what details the ULDM(s) must include, with the specific requirement for:

- Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Thank you. Regards...grd

Gavin R. Donaldson - Senior Arborist
Earth, Streams and Trees Specialist Unit – Auckland Council.
Arboriculture - promoting the benefits of trees through research, technology, and education.
In the Office = ✓ Rostered Day Off = RDO

Mon	Tue	Wed	Thu	Fri
✓	✓	✓	RDO	RDO

The Earth, Streams and Trees Team is currently experiencing an exceptionally high workload which is impacting upon our delivery timeframes. We are endeavouring to respond to all e-mails and other communications promptly but please be aware that as my working week is Mon-Wed, on occasions I may not be able to answer as quickly as I would under normal circumstances. Your continued patience is very much appreciated. Thank you.

Appendix 3E

Natural Hazards – Flooding Review

Healthy Waters Technical Response on SGA North West NoR data submitted in December 2022

Scope of the Review

This review has been prepared by Danny Curtis, Principal Catchment Planning and considers a technical review of the stormwater management allowances in the Notice of Requirements (**NOR**) as set out in the data submitted by Supporting Growth Alliance (**SGA**). In general, these NORs are related to land take required to facilitate the proposed transport infrastructure with allowances for stormwater management included.

The review is based on the supplied information from SGA and the available Healthy Waters (**HW**) information as of 12 January 2023.














Note that some of the proposed NORs traverse the Future Urban Zone (FUZ), some areas which are currently undergoing Private Plan Change requests. In these instances, there may be further consideration required by SGA as a result of localised earthworks associated with the plan change developments. The scope of this assessment is beyond the HW review of the current proposals.

Documents Reviewed:

























HIF Local Roads (Housing Infrastructure Funding)

- Redhills
 -  05_AEE - Redhills
 -  18_Flooding Assessment - Redhills
- Trig Road
 -  02_AEE - Trig Road
 -  16_Stormwater - Trig Road

SGA Local NoRs

-  09_NW Local Arterials - Assessment of Effects on the Environment
-  13-14_NW Local Arterials - General Arrangement Plans – Brigham Creek Rd
-  15-16_NW Local Arterials - General Arrangement Plans – Mamari Rd
-  17-18_NW Local Arterials - General Arrangement Plans – Trig Rd
-  19-21_NW Local Arterials - General Arrangement Plans - Spedding Road
-  22-24_NW Local Arterials - General Arrangement Plans – Hobsonville Road
-  25_NW Local Arterials - General Arrangement Plans – Fred Taylor Drive
-  26_NW Local Arterials - General Arrangement Plans – Don Buck Road
-  27_NW Local Arterials - General Arrangement Plans - Coatesville-Riverhead HWY
-  28_NW Local Arterials - General Arrangement Plans – Whenuapai
-  29_NW Local Arterials - General Arrangement Plans - Redhills
-  36_NW Local Arterials - Assessment of Flooding Effects - Whenuapai
-  45_NW Local Arterials - Assessment of Flooding Effects – Redhills Riverhead

Strategic

-  07_NW Strategic - Assessment of Effects on the Environment
-  13_NW Strategic - General Arrangement Plans - Strategic
-  14_ NW Strategic – General Arrangement Plans – Alternative State Highway - Part 1 of 2
-  15_ NW Strategic – General Arrangement Plans – Alternative State Highway - Part 2 of 2
-  16_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 1 of 5
-  17_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 2 of 5
-  18_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 3 of 5
-  19_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 4 of 5
-  20_ NW Strategic – General Arrangement Plans – SH16 Main Road - Part 5 of 5
-  21_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 1 of 10
-  22_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 2 of 10
-  23_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 3 of 10
-  24_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 4 of 10
-  25_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 5 of 10
-  26_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 6 of 10
-  27_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 7 of 10
-  28_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 8 of 10
-  29_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 9 of 10
-  30_ NW Strategic – General Arrangement Plans – Rapid Transit Corridor - Part 10 of 10
-  31_NW Strategic - General Arrangement Plans - Kumeu Station
-  32_NW Strategic - General Arrangement Plans - Huapai Station
-  33_NW Strategic - General Arrangement Plans - Access Road_Part 1 of 2
-  34_NW Strategic - General Arrangement Plans - Access Road_Part 2 of 2
-  41_ NW Strategic - Assessment of Flooding Effects

General Comments all NORs

- The stormwater management of the proposed includes for water quality, hydrology mitigation and attenuation for the 100-year event to pre-development flows. Conceptual sizing of communal devices has been undertaken considering a surface area equivalent to 10% of the contributing catchment. This approach is considered appropriate for NOR designations; however, from experience an allowance of between 12 and 15% is more appropriate for concept sizing to allow for maintenance and access tracks to be incorporated into the devices.
- The SGA NORs are for roading projects that may impact the natural flow of water through the catchment. The assessments currently completed by SGA have identified crossing locations for these flows based on available information included on GeoMaps and modelling. Although this is considered appropriate at this concept stage, as the design proceeds it is recommended that site walkovers be completed to confirm the locations and catchments of culverts.
- Stormwater management requirements for the different NORs, and even along the Strategic NOR alignments may differ due to catchment specific issues. It is recommended that SGA undertake the necessary assessments of the designs and propose stormwater management to Healthy Waters for discussion.

- Stormwater management requirements may alter to reflect the changes in vertical alignment that occur through the design process.

HIF Local Roads (Redhills)

The Redhills Arterial Transport Network Assessment of Flooding Effects (SGA, December 2022) provides a summary of the hydrologic and hydraulic modelling that has been carried out to support the development of the arterial alignments.

Modelling considered the Maximum Probable Development (**MPD**) scenario, in accordance with the Redhills Structure Plan land uses, which is appropriate based on current information.

SGA considered 2.1 degrees and 3.8 degrees climate change impacts on the design rainfall profiles.

The ground topography is based on 2016 regionwide LiDAR data, which is the latest information that HW holds for the area. It will not include for the earthworks that have been undertaken as part of developments within the catchment, although currently these areas are relatively small and will unlikely have a significant effect on the wider catchment flows.

The modelling report identifies a number of stream crossings that will require culverting or bridging as part of the design process (10x culverts and three bridges). Included in the modelling are anticipated flows and water levels for the 100-year events; however, there has been no design of these structures provided as part of the submission.

The report is not clear on how these crossings were included in the modelling of the proposed arterial alignment. It is possible that these were simply cut into the Digital Elevation Model (**DEM**) to facilitate a flow conveyance through the catchment. This simplified approach is considered appropriate for the conceptual design and Assessment of Environmental Effects (**AEE**) associated with an NOR; however, more detail will be required through the design process to adequately size the culverts and bridge structures to ensure that there are no negative impacts on other catchment landowners / users.

Stormwater management (treatment and volume control) is proposed to be through three constructed wetlands. For conservatism, these wetlands have been sized to provide full 100-year attenuation of discharges from the road to pre-development flows. This approach is considered appropriate as it should provide a maximum land take required to facilitate the NOR.

At this stage there is no design of the wetlands provided, and the text suggests that land take has been based on 10% of the contributing catchment area draining to the device. This approach is acceptable for an NOR; however, from experience it is recommended that between 12 and 15% should be used for this sizing to ensure associated maintenance access tracks can be incorporated into the device. It would be beneficial to provide a plan indicating the wetlands with the proposed designation overlaid to confirm that there is adequate space allowed.

The provision of centralised wetlands to provide stormwater management for the road will result in several diversions of flows from their natural discharge points. For most of the areas the impacts should be minor considering the relatively narrow road profile; however, it is recommended that the effects are considered in more detail through the design process, particularly for permanent streams.

There is no specific mention of SMAF retention and detention hydrology mitigation provided in the document, which will be required by the arterial road construction. The provision of 100-year attenuation within the wetlands means that there will be adequate volume for the provision of hydrology mitigation; however, this will need to be considered in more detail through the design process as it will impact on the routing of runoff through the wetland.

HIF Local Roads (Trig Road)

The documentation provided for Trig Road differs from the Redhills arterial in that there is a specific stormwater management report, as opposed to simply a flood assessment. Stormwater management for the proposed upgrade to Trig Road is provided in the Trig Road Corridor Upgrade Assessment of Stormwater Effects (SGA, December 2022).

The Trig Road corridor is located within the FUZ associated with the Whenuapai area. As such the assessment that has been completed as part of the SGA assessment considers the existing stormwater infrastructure on the road and does not consider potential effects of earthworks from future developments. Trig Road is constructed on a ridge line through the area with land dropping away on either side. It is unlikely that any future development will increase runoff onto the road and so this is not considered a big risk item.

The SGA assessment uses the current HW models and Auckland Council GeoMaps information to identify flood risks, flowpaths and infrastructure relevant to the Trig Road project. In the absence of site-specific investigations, this is considered an appropriate approach, although it is recommended that the infrastructure indicated on GeoMaps is reviewed on site to ensure it is correct.

The SGA report states that they 'Healthy Waters are yet to confirm whether 100-year attenuation is required' as part of this development. I do not see this as a correct statement to be made. Healthy Waters is not proposing a development and therefore SGA need to undertake the relevant assessment to determine their impacts and whether it is required to be mitigated. Despite this statement the dry detention pond will be sized to provide attenuation of the 100-year event and therefore is a conservative approach for the NOR designation.

Design on the detention basin's performance will also need to meet operational requirements as set out by the New Zealand Defence Force (**NZDF**) due to the proximity of the project to the Whenuapai Airforce Base.

The modelling undertaken as part of the Trig Road project is limited to HEC-HMS hydrological assessment with adjusted rainfall to reflect 2.1 degrees climate change increases to the 24-hour design rainfall.

Water quality management appears to be being provided for Trig Road itself through raingardens that will conform with the Auckland Transport Technical Design Guide (**TDG**) document. SMAF detention of the 95th percentile storm event will be provided through dry detention basins located within the designation.

Part of Hobsonville Road included in the Trig Road project area but remaining connected to the existing stormwater drainage network will not receive treatment or volume control. This is a relatively small area of the total Trig Road Project (approx. 6% of the total project area); however, SGA should provide a justification why this development area will not be providing stormwater management, particularly as Hobsonville Road will be a High Contaminant Generating Area (**HCGA**) by definition in the Auckland Unitary Plan (**AUP**).

Conceptual design of the detention / attenuation basin has been completed using HEC-HMS and the sizing of the device has been incorporated into the designation plans indicating that there is sufficient room allowed to fit the current design. There is also a significant allowance of available land that can incorporate alterations to the size and shape of the device as the design process continues.

North West Local Arterial Road NORs

The method of assessment that has been completed for the Local Arterial Road NORs is the same as undertaken for the Redhills HIF NOR; flood assessment only, with no specific design of stormwater management devices completed, and considering both 2.1 degrees and 3.8 degrees climate change impacts of flooding.

The assessment considers a number of projects and presents modelling results exclusive and inclusive of mitigation at key locations in the catchment. This approach is considered appropriate at this concept stage of design.

The basis of design for the NORs appears to be water quality management, SMAF 1 hydrology mitigation (retention and detention of the 95th percentile rainfall event) and an allowance to attenuate the 100-year rainfall event to pre-development levels. This is considered to provide a conservative approach and will allow for the adequate designation of land to be completed for the NORs. At this stage the sizing of the device appears to be relatively generic, which is acceptable at the concept stage. Each device will be refined through the design process.

As for the HIF projects, the 2016 regionwide LiDAR data set has been used to represent the ground profile. This will not include any developments that have occurred since 2016 (e.g., the Whenuapai 1 and 2 Precincts) which may impact on proposed vertical alignment of the roads and catchments draining to the proposed arterial roads. As the arterial road projects advance, the design will need to be updated to reflect actual ground profiles and this data will be required to be collected by SGA.

As per the Redhills HIF project, sizing of the devices has been based on 10% of the contributing catchment area. As previously said, experience suggests that this approach is acceptable for and NOR; however, a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. This may not be a significant issue, as mostly the device locations have an appropriate buffer of land around them within the designation.

The NORs include for a number of bridges and culverts to be constructed to maintain flow connectivity of flowpaths and watercourses. There will likely be diversions of the natural inflows into these channels as a result of the centralised stormwater management devices proposed. A more detailed assessment of the impacts of these diversions will be required through the design process.

The General Arrangement plans submitted as part of the Coatesville-Riverhead Highway is missing Sheet 4, which is potentially where the proposed wetland is to be located. This should be provided as part of the submission to confirm that the method of stormwater management.

For the proposed works in the Whenuapai catchment it will be important to design any stormwater device to meet the operational performance required by the NZDF. For part of the catchment between Hobsonville Road and Upper Harbour Highway existing Network Discharge Consents for the Waiarohia Stream will need to be complied with.

Strategic NORs

The SGA Strategic NORs cover an area from Whenuapai in the east past Huapai town centre in the west. The alignments pass through a number of stormwater catchments and in some areas extends outside of the Rural Urban Boundary (**RUB**) as defined in the AUP.

The stormwater assessment used for the Strategic NORs is the same that has been used for the HIF Redhills and Local Arterial Road NORs; only a flooding assessment presented considering both 2.1 degrees and 3.8 degrees climate change impacts on design rainfall.

The potential stormwater management devices have again been sized based on a 10% land take compared to the drainage catchment and are considered to provide 100-year attenuation of post development flows to pre-development levels. As previously said, experience suggests that this approach is acceptable for an NOR; however, a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. This may not be a significant issue, as mostly the device locations have an appropriate buffer of land around them within the designation.

The proposed stormwater management includes hydrology mitigation, water quality treatment and attenuation up to the 100-year event. This approach is acceptable for an NOR and will be refined and the design process proceeds.

The Strategic NORs include for a number of bridges and culverts to be constructed to maintain flow connectivity of flowpaths and watercourses. There will likely be diversions of the natural inflows into these channels as a result of the centralised stormwater management devices proposed. A more detailed assessment of the impacts of these diversions will be required through the design process.

Flood modelling of the Strategic NORs has been undertaken utilising existing HW catchment models (Whenuapai and Redhills) or derived catchment models by SGA as part of this work (Taupaki and Kumeu – Huapai). The 100-year floodplain differences between the SGA pre-development and post development scenarios (for 2.1 degrees climate change) are presented in the report at locations where there are existing culverts / bridges, or where these will be required in the future as a result of new roads.

In general, the post development modelling indicates increased flooding on the upstream side of the roads, with decreased flooding on the downstream side. The current report presents flood differences (i.e., changes in depth) which does not provide the full details of the effects. For example, the flood lobe may increase, but the extent of flooding may not differ considerably due to flow being retained within the channel. In that instance the effects would be negligible. The increases in flood depth upstream of the roads are expected as the road will effectively act as a dam; however, it will be necessary to undertake detailed assessments of the crossings as the design proceeds to ensure that the effects are better understood.

There are Strategic NORs proposed in the Kumeu – Huapai area, which have recently experienced significant flooding. Although (as the flood report clearly states) the strategic NORs will not be able to resolve the impacts of flooding there may be opportunities for the SGA projects to have a positive impact in some local areas. It is recommended that when this area is being looked at in more detail, SGA contact HW to see if there is any updated modelling that can be used to inform the SGA design.

Appendix 3F
Ecological Review

16/06/2023

To: Robert Scott - Reporting Planner (North West Strategic),
Jo Hart and Ben Willis - Reporting Planner (North West Local)
Jess Romhany - Reporting Planner (North West HIF - Redhills)

From: Jason Smith, Senior Environmental Scientist, Consultant to Auckland Council (As Regulator)

Subject: Supporting Growth Alliance – (Strategic/Local/Housing Infrastructure Fund (HIF)) – Ecology Assessment

1.0 Introduction

- 1.1 My name is Jason Graham Smith, and I am a Senior Environmental Scientist at Morphem Environmental Limited.
- 1.2 I have undertaken a review of the Strategic/Local/HIF Notices of Requirements (**NoRs**) on behalf of Auckland Council (As Regulator) in relation to ecological effects (both freshwater and terrestrial).
- 1.3 I hold the qualification of Bachelor of Science (Hons.) – Geography (2011) from the University of Auckland.
- 1.4 I have 12 years' experience as a professional Environmental Scientist, including 8 specialising in ecology. My experience includes undertaking ecological assessments, preparing and peer reviewing ecological impact assessments, and providing technical advice to support district and regional plan changes, including NoRs.
- 1.5 In my current role I regularly provide advice to Auckland Council, as well as, several other district and regional councils, in relation to earthworks, streamworks, and ecology (both freshwater and terrestrial).
- 1.6 Prior to my employment with Morphem Environmental, I was employed by Auckland Council as an Earthworks and Streamworks Specialist in a similar role providing technical input primarily on resource consent applications.
- 1.7 I have completed the Ministry for the Environment 'Making Good Decisions Course'.
- 1.8 I am a member of the New Zealand Freshwater Science Society and the International Erosion Control Association.

2. Overview and scope of technical memorandum

- 2.1. The Applicant, as a requiring authority, has served the Council with a series NoRs, in summary:
 - a. Six NoRs for route protection for an alternative State Highway 16 alignment, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. (these are referred to as: **North West Strategic**)
 - b. Eight NoRs for upgrades to existing roads in the Whenuapai and Redhills areas, six of which are also for construction at a later date (these are referred to as: **North West Local**).
 - c. Five NoRs, collectively referred to **HIF**. Comprised of 4 NoRs for upgrades to existing arterial roads and intersections in the Redhills area (**North West HIF – Redhills**), as

well as one for the upgrade of Trig Road in Whenuapai to an arterial road (**North West – Trig Road**).

- 2.2. The NoRs were collectively publicly notified on 23 March 2023, and submissions closed on 21 April 2023.
- 2.3. I have reviewed the NoRs and supporting information (**Application**) with reference to the requirements and provisions in the Auckland Unitary Plan (Operative in Part) (**AUP:OP**) to assist the preparation of the Council's reporting planner's reports.
- 2.4. More specifically, my technical memorandum assesses the effects on terrestrial and freshwater ecology associated with the Application and covers the following matters:
 - a. The current ecological values of the site and receiving environment.
 - b. The actual and potential environmental effects of the proposal.
 - c. The adequacy of the effects management proposed.
 - d. Summary of the submissions received.
 - e. Conclusions and recommendations.

Expert witness code of conduct

- 2.5 I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence. Other than where I state that I am relying on the advice of another person, this evidence is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.
- 2.6 I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason, and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.
- 2.7 During the pre-application phase I attended the site visit arranged by the applicant on 7 September 2022.
- 2.8 The assessment in this technical memorandum does not cover:
 - a. Stormwater or flooding matters.
 - b. Arboriculture matters.
- 2.9 In writing this memo, I have reviewed the following documents:

Strategic:

- a. *North West Strategic Assessment of Effects on the Environment Volume 2*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *North West Strategic Appendix A - Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *North West Strategic Proposed Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).

- d. *North West Strategic Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EciA**).
- e. *North West Strategic Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Landscape Effects Assessment**).
- f. The following drawing sets provided with the Application:
 - a. *General Arrangement Plans – Strategic*
 - b. *General Arrangement Plans – Alternative State Highway*
 - c. *General Arrangement Plans – SH16 Main Road*
 - d. *General Arrangement Plans – Rapid Transport Corridor*
 - e. *General Arrangement Plans – Kumeu Station*
 - f. *General Arrangement Plans – Access Road*
- g. Plans prepared by Te Tupu Ngātahi, Revision B, dated November 2022.

Local:

- a. *North West Local Arterials Assessment of Effects on the Environment Volume 2*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *North West Local Arterials Appendix A - Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *North West Local Proposed Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
- d. *North West – Conditions Alteration to Existing Designation Set*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions Existing Designations**).
- e. *North West Whenuapai Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EciA - Whenuapai**).
- f. *North West Redhills Riverhead Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EciA – Redhills Riverhead**).
- g. *North West Whenuapai Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Landscape Effects Assessment - Whenuapai**).
- h. *North West Redhills and Riverhead Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Landscape Effects Assessment – Redhills and Riverhead**).
- i. The following drawing sets provided with the Application:
 - a. *General Arrangement Plans – Brigham Creek Road*
 - b. *General Arrangement Plans – Mamari Road*
 - c. *General Arrangement Plans – Trig Road*
 - d. *General Arrangement Plans – Spedding Road*
 - e. *General Arrangement Plans – Hobsonville Road*

- f. *General Arrangement Plans – Fred Taylor Drive*
 - g. *General Arrangement Plans – Don Buck Road*
 - h. *General Arrangement Plans – Coatesville-Riverhead Highway*
 - i. *General Arrangement Plans – Whenuapai*
 - j. *General Arrangement Plans – Redhills*
- j. Plans prepared by Te Tupu Ngātahi, Revision B, dated December 2022.

HIF - Redhills

- a. *North West Assessment of Effects on the Environment – Redhills Arterial Transport Network*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *Redhills Arterial Transport Network Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *North West Redhills Arterial Transport Network Draft Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
- d. *Redhills Arterial Transport Network Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EclA – Redhills Arterial**).
- e. *Redhills Arterial Transport Network Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated August 2020 (**Landscape Effects – Redhills Arterials**).
- f. The drawing set: *Location Plan, General Notes, Drawing List*, plans prepared by Te Tupu Ngātahi, Revision E, dated December 2022.

HIF – Trig Road

- a. *North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade*, prepared by Te Tupu Ngātahi, dated December 2022 (**AEE**).
- b. *Trig Road Corridor Upgrade Assessment of Alternatives*, prepared by Te Tupu Ngātahi, dated December 2022 (**Assessment of Alternatives**).
- c. *Trig Road Corridor Upgrade Proposed Designation Conditions*, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
- d. *Trig Road Corridor Upgrade Assessment of Ecological Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**EclA**).
- e. *Trig Road Corridor Upgrade Assessment of Landscape Effects*, report prepared by Te Tupu Ngātahi, dated August 2020 (**Landscape Effects – Trig Road Arterial**).
- f. *Trig Road Corridor Upgrade Assessment of Stormwater Effects*, report prepared by Te Tupu Ngātahi, dated December 2022 (**Stormwater Effects – Trig Road Arterial**).
- g. *Trig Road Corridor Upgrade Erosion and Sediment Control Plan*, report prepared by Te Tupu Ngātahi, dated December 2022 (**ESCP – Trig Road Arterial**).
- h. The drawing set: *Trig Road and Hobsonville Road Location Plan, General Notes, Drawing List*, plans prepared by Te Tupu Ngātahi, Revision E, dated December 2022.

- 2.9 At the date of preparing this memorandum, I have not taken part in formal expert witness conferencing.
- 2.10 I have also been engaged separately by Auckland Council to provide a technical review of the effects for the resource consents that the applicant has applied for the upgrade to Trig Road, from a regional earthworks, streamworks and ecology perspectives under both the AUP:OP and the National Environmental Standards for Freshwater (**NES:FW**) (Council Reference: BUN60413797). The scope of this review is only for the NoRs.

3 Key Ecology Issues – Strategic, Local and HIF

- 3.1 Reasons for NoR: ecology.
- 3.2 The AUP:OP provides for earthworks, as well as vegetation removal and alteration for infrastructure through Chapter E26.
- 3.3 Chapter E26 includes both regional and district land use provisions.
- 3.4 The activities proposed that relate to ecology, and that would require a district land use consent, have been identified in:
- a. Strategic –
 - Table 8-9 (section 8.3.1.1 page 56, and appendix 5 of the EclA). The reason for consent are identified in appendix 2, page 240 of the EclA.
 - b. Local –
 - For Whenuapai, this is detailed in appendix 3, page 160 (EclA – Whenuapai).
 - For Redhills and Riverhead, this is detailed in appendix 3, page 92 (EclA – Redhills and Riverhead).
 - c. HIF –
 - For Redhills, this is detailed in appendix C, page 71 (EclA – Redhills Arterial).
 - For Trig Road, no specific reasons for consent, in respect to the matters considered within this review have been identified.
- 3.5 Regional consents would still be required for earthworks, streamworks as well as vegetation removal/alteration under the AUP:OP, and potentially the NES:FW.
- 3.6 I consider that the:
- a. Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
 - b. Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
 - c. Reported results are transparent, accurate and a fair representation of the ecological values.
- 3.7 I generally concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.
- 3.8 In my opinion, sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal.

3.9 An important note for the ecological context, the NoR package largely follows the alignment of existing urban and peri-urban roadways. The exception is the Alternative State Highway which traverse an area more rural in location and ecological values.

4 Supporting Growth Alliance Assessment – Strategic, Local and HIF

4.1 An assessment of the effects is contained in the following sections of the various AEE's:

a. Strategic –

- Section 12, page 103¹.

b. Local –

- For Whenuapai, sections 8 – 12, starting from page 26 (EclA – Whenuapai).
- For Redhills and Riverhead, sections 8 – 10, starting from page 23 (EclA Redhills and Riverhead).

c. HIF –

- For Redhills Arterials, section 8, page 40 (EclA – Redhills Arterial).
- For Trig Road Arterial, section 7, page 29 (EclA Trig Road – Arterial).

4.2 The National Policy Statement: Freshwater Management (2020) (**NPS:FM**), through the effects management hierarchy, recognises that as a first step adverse effects should be *avoided* where practicable. Similar provisions are contained within the AUP:OP for both freshwater and terrestrial ecology (see B7.2.1(2), B7.3.1(2)(3) and B7.3.2(4)).

4.3 In the Application the starting point for avoiding adverse effects on ecological values are the Assessment of Alternatives which I have reviewed. As it relates to ecological matters, I consider:

- a. the methodology appropriate, to have been transparently applied, and to have given due consideration of potential ecological impacts; and
- b. that, recognising the functional and operational needs of infrastructure, avoidance to have been demonstrated to the extent practicable.

4.4 The assessment methodology for determining ecological values used by the Applicant is detailed in the various EclA's:

a. Strategic –

- Sections 3 and 4, beginning on page 116.

b. Local –

- For Whenuapai, sections 3 and 4 beginning on page 10 (and expanded upon in appendix 1 of the EclA – Whenuapai).
- For Redhills and Riverhead, sections 3 and 4 starting on page 9 (and expanded upon in appendix 1, page 83 of EclA Redhills and Riverhead).

c. HIF –

¹ Note page numbers here are given as those used in the report.

- For Redhills Arterials, section 8, page 40 (and expanded upon in appendix A of (EclA – Redhills Arterial).
- For Trig Road Arterials, section 6, page 20 (and expanded upon in appendix 2 of (EclA – Trig Road Arterial).

4.5 The reporting of the ecological values is detailed in the various EclA's:

a. Strategic –

- Section 6 (page 25), with a summary of the current ecological values provided in tables in section 8 (page 35 onwards).

b. Local –

- For Whenuapai, each NoR is individually assessed in sections 8 – 12, starting from page 26 of EclA – Whenuapai.
- For Redhills and Riverhead, each NoR is individually in sections 8 – 10, starting from page 23 of EclA – Whenuapai.

c. HIF –

- For Redhills Arterials, section 8, page 40 (EclA – Redhills Arterial).
- For Trig Road Arterials, Table 7-13, section 7.1.6 page 45 (EclA – Trig Road Arterials).

4.6 The EclA utilises the Environmental Institute of Australia and New Zealand (**EIANZ**) Ecological Impact Assessment (2018) guidelines to describe the current ecological values, the magnitude of the effects and derive the level of effect.

4.7 I consider that the methodology, as well as the standards and guidelines used are appropriate and conform to industry best practice. I also consider that the effort expended in the site investigations is appropriate for the scale of proposed works and potential effects and that the reported results are transparent, accurate and a fair representation of the ecological values.

5 Assessment of ecology effects and management methods

Effects assessment

5.1 The ecological effects are separated into construction and operational phases.

5.2 Across all of the EclA's, potential construction effects are recognised as:

- Permanent loss of habitat, fragmentation, and edge effects due to district plan vegetation removal.
- Loss of foraging and roosting habitat (for birds and bats).
- Potential for native lizards, birds and bats to be killed/injured.
- Disturbance and displacement of native birds and bats due to construction activities (noise, light and dust).

5.3 Across all of the EclA's, potential operational effects are recognised as:

- Loss of connectivity for indigenous fauna.
- Disturbance and displacement of native birds and bats due to construction activities (noise, light and dust).

5.4 I consider that the EclA has identified the likely actual and the potential ecological effects that would result from the proposed activities.

Effects management

5.5 The EclA provides specific mitigation measures proposed by the Applicant for the actual and potential ecological effects identified, including:

a. Strategic –

- Bat Management Plan (BMP), with the detail described in section 8.4.2 of the EclA (page 81).
- Management of Birds in accordance with Wildlife Act.
- Management of Lizards in accordance with Wildlife Act.

b. Local –

- For Whenuapai (as summarised in Table 13-1, section 13 page 145 of the EclA – Whenuapai):
 - i. Bat Management Plan: Trig Road North, Mamari Road, Brigham Creek Road and Spedding Road.
 - ii. Bird Management at Brigham Creek Road.
- For Redhills Riverhead:
 - i. Bat Management Plan: Coatesville-Riverhead.
 - ii. Bird Management at Don Buck Road.

c. HIF –

- For Redhills Arterials: Bat Management Plan, Bird Management.
- For Trig Road Redhills, nothing designation specific – notes on wildlife.

The BMP includes buffer planting along road corridors, stream crossings, lighting design considerations, and retention of large mature trees where practicable (section 11, page 79 of EclA – Whenuapai).

5.6 In general:

- a. The contents of the BMP would include (where relevant) habitat surveys prior to construction, siting of compounds and laydown areas to avoid bat habitat, lighting design to reduce light level, restrictions on nights works around bat habitat and the location of any buffer planting along road corridors, stream crossings and retention of large mature trees (where practicable).
- b. It is not specifically stated what actions that would be covered by 'Management of Birds in accordance with Wildlife Act', 'Bird Management and 'Management of Bats' in accordance with Wildlife Act'. The conditions provide indicative measures that could be included. These are generally appropriate depending on the specific values identified at the time of implementation.

5.7 Note that the wildlife management provision differ across the NoRs.

6 Conditions and recommendations

- 6.1 The following section comments on the proposed conditions that have been offered by The Applicant and include in the application material. Where I do not comment on a condition, from an ecological perspective it is considered appropriate as proposed.

Strategic

6.2 The proposed conditions for all the strategic designations include:

- a. Condition 25 for a Pre-Construction Ecological Survey.
 - i. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment. The condition should be amended to refer to a pre-construction survey for the works area.
 - ii. Species management in accordance with the Wildlife Act would first require knowledge of their presence. This is specifically relevant to native lizards which are not otherwise included in the ecological management plan conditions.
 - iii. There is also an error in the cross-referencing, which current cross-references to condition 21 and 22 (which relates to a Construction Noise and Vibration Management Plan (**CNVMP**) and a schedule for the CNVMP. The correct reference is presumably condition 26 (the Ecological Management Plan (**EMP**)).
- b. Condition 26 for an Ecological Management Plan. The condition itself is generally appropriate; however there is an error in the cross-reference referring to the pre-construction Ecological Survey, which should be referring to condition 25.
- c. I would also raise the appropriateness of stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to (the previous revision was 2015) I would recommend that the condition be amended to include: *or any updated version*.

Local

6.3 The proposed conditions for all the new designation include:

- a. Pre-Construction Ecological Survey. I make the same assessment as above on the Strategic NoRs.

6.4 For the alteration to existing conditions:

- a. I would again raise the appropriateness of stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to (the previous revision was 2015). I would recommend that the condition be amended to include: *or any updated version*.

HIF: Redhills Arterials

- a. I would again raise the appropriateness of stipulating the EIANZ 2018 revision and the condition for a Pre-Construction Ecological Survey. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment.

Trig Road – Arterials

6.5 There are no specific concerns with the conditions as provided.

7 Submissions

7.1 The NoRs have been publicly notified, and a range of submissions has been received.

7.2 I have been provided with a summary of the submissions by Auckland Council and have assessed those that raise matters related to ecology.

7.3 Strategic –

- a. No submissions have been received on the Huapai Rapid Transit Station (HS), Kumeu Rapid Transit Station (KS) and Access Road (S4) that relate to ecological matters.
- b. The submissions on Alternative State Highway (S1), State Highway 16 – Alteration to Designation 6766 (S2) and Rapid Transit Corridor (S3), that relate to ecology, have been assessed in Appendix 1.

7.4 Local –

- a. No submissions have been received on Don Buck Road (RE1), Alteration to designation 1433 Fred Taylor Drive (RE2), Trig Road North (W1), Mamari Road (W2), Spedding Road (W4), Alteration to designation 1437 Hobsonville Road (W5) that relate to ecological matters.
- b. Submission has been received on Coastesville – Riverhead Highway (R1)Brigham Creek Road (W3) in relation to ecological matters and has been assessed in Appendix 1.

7.5 HIF –

- a. No submissions have been received on Trig Road Corridor Upgrade (HIFTR), Redhills North-South Arterial Transport Corridor (NoR1), Redhills East-West Arterial Transport Corridor (NoR2b) that relate to ecological matters.
- b. Redhills East-West Arterial Transport Corridor (NoR2a) has a single submission and Redhills East-West Arterial Transport Corridor – Nixon Road Connection (NoR2c) has two submissions that relate to ecological matters.

7.6 The submissions do not raise any new matters for consideration from an ecological perspective that haven't already been considered in this assessment.

7.7 I have addressed each submission that relates to ecological matters in the assessment provided in Appendix 1.

8 Conclusions and recommendations

8.1 have reviewed the Application with reference to the requirements and provisions in the Auckland Unitary Plan (Operative in Part) to assist the preparation of the Council's reporting planner's reports from a terrestrial and freshwater ecology perspective.

8.2 I consider that the:

- a. Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
- b. Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
- c. Reported results are transparent, accurate and a fair representation of the on-site values.

8.3 I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.

8.4 Concern has also been expressed with the:

- a. Conditions for Pre-Construction Ecological Surveys. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment.

- b. Conditions stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to.

8.5 Small amendments to the proposed conditions have been suggested as relief to these concerns.

8.6 Overall, I am able to support the NoRs, with modifications.

Appendix 1: Submission Assessments

Strategic – S1:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
12.1	Te Kawerau a Maki (Te Kawerau Iwi Tiaki Trust)	Effects on Wai Māori from construction and operation near freshwater ways (including flooding from secondary impact of urban development).	Reject the ASH component	<p>I have read <i>Cultural Impact Assessment for Te Tupu Ngātahi North West Project (Local and Strategic Transport Network)</i>, report prepared by Te Kawerau a Maki, version 2, dated December 2022. (CIA).</p> <p>My reading of the CIA is that, with the exception of the ASH component, Te Kawerau a Maki do not object to the NoRs.</p> <p>The reason for the objection to the ASH component relates to large adverse residual effect on Te Awa Kumeū.</p> <p>This assessment is made from a cultural perspective, and I acknowledge and respect the concerns raised. However, I recognise that mana whenua are best placed to identify cultural values and cultural effects. I am not mana whenua and it is not within my area of expertise. Therefore, having regard to the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note, I do not provide further comment on this topic.</p>
47.2	John Richard Baker Phillipa Clare Baker Gwillim Family Trust	Have also invested into developing wetland and the stream back to a native area to encourage ecological growth, visual enjoyment and encourage wildlife which is now threatened by this project.	Purchase the land designated to maintaining the environment including wetlands, native bat routes, any native plants and animals to ensure planting and maintenance to existing waterways starts well before construction. Native flora and fauna take substantial time to be established. This would allow natural visual barriers and noise reduction methods.	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p> <p>It is noted that the Wildlife Act would remain in effect, requiring a permit for any direct harm to native species.</p> <p>Should any biodiversity offsetting be required, undertaking the enhancement action in advance of the impacts occurring would reduce the time lag between the impact occurring and the positive action that aims to counterbalance such an impact. I consider that this assessment is best deferred to the time consents for such activities are sought, as this will be when the impact is fully known and the equivalence assessment can be made. Such a requirement at this time would not be consistent with standard industry practice in the Auckland region for the given ecological values present.</p>

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
56.1	Paul Jared Kennedy	I do not believe the NOR for my home is necessary for bat-mitigation purposes	Decline the NoR, or make with the amends suggested	<p>The EclA submitted with the application assesses the need for bat mitigation and provides the rationale for the location for the mitigation planting (proximity to stream corridor, within the designation and strategic location in crossing road as bats move across the landscape), which are supported.</p> <p>Whilst bats may not have been recorded at the subject address, bats have large home and foraging ranges and the property would be within such ranges from the nearest recording.</p> <p>Whilst there is a cluster of bat recordings south of Kumeu, movement to the north is important has it would link to the larger areas of Riverhead forest and the Significant Ecological Area on the Kumeu/Kaipara River to the North.</p>
56.3		I believe an approach could be to preserve the house and surrounding land, with only the other parts of the land (i.e. the paddocks to the north and south) which link towards the stream be subject to the NOR as set out on the attached map which is Schedule B.		
56.4		Further, if my home is intended to be used to benefit bats in the area, I question why the land would not be taken now and planted out so that there are established mature plantings ready rather than waiting for 20 years		
60.1	Simply Events Holdings Ltd	<ol style="list-style-type: none"> It will remove a lake/wetland that was created for conservation purposes by requirement of Auckland Council, which will negatively impact the wildlife in the area 	The Alternative State Highway route be re-planned.	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, including those in relation to wildlife and any freshwater habitat.</p>
66.1	Ray Chong and Judy Chong	<ol style="list-style-type: none"> Adverse environmental impacts, in particular increased noise levels and pollution in the Brighams Creek area, carbon pollution and visual pollution. The environmental ecosystem would be 	Suspend current proposal	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, including those in relation to native fauna and flora.</p>

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
		irreversibly disturbed and disrupted to the detriment of people, animals and vegetation.		
70.1	Simon Papa	The bypass is unnecessary. It is very costly and significantly impacts on amenity and local ecology.	Oppose Notice of Requirement	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p>

Strategic – S2:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
27	Michael Davis Family Trust	<p>The proposed culverting of the tributary on 411 Matua Road is unnecessary and results in the significant loss of stream, wetland, biodiversity area and ecological corridor. The applicant has not demonstrated sufficiently or assessed alternatives appropriately (i.e., bridging of watercourse) to allow the significant loss of this and other watercourses.</p> <p>The applicant has not undertaken an options assessment to an appropriate level for the project (including stormwater options, earthworks, and loss of watercourse etc...). This includes the selection of a wetland (identified as SH16 Wetland 11) and culverts on 411 Matua Road, adjacent to 379 Matua Road</p>	<p>Amend the plans to remove 379 Matua Road from the NoR/designation area.</p> <p>Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road.</p> <p>Limit the extent of piping and filling of natural waterways and wetlands.</p>	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. This includes within the assessment of alternatives.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment.</p>

Strategic – S2:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
23	Nickolas Salter & Donna Young	<p>The proposed bat corridor along Ngongetepara Stream near the Brigham Creek interchange, and the extent and impact of the NoR will have on our property which is adjacent Ngongetepara Stream.</p>	<p>We ask that the NoR corridor boundary along Ngongetepara Stream be revised and the impact on our property be reduced as outlined in our submission.</p>	<p>The EclA submitted with the application assesses the need for bat mitigation and provides the rationale for the location. Whilst bats may not have been recorded at the subject address, bats have large home and foraging ranges and the property would be within such ranges from the nearest recording.</p> <p>Whilst there is a cluster of bat recordings south of Kumeu, movement to the north is important as it would link to the larger areas of Riverhead forest and the Significant Ecological Area on the Kumeu/Kaipara River to the North.</p> <p>Note that the ABMs did record a larger degree of bat activity further upstream, and that as bats utilise stream corridors as foraging and movement corridors the indication of this area as bat mitigation is entirely appropriate.</p>
71	Michael Davis Family Trust	<p>The proposed culverting of the tributary on 411 Matua Road is unnecessary and results in the significant loss of stream, wetland, biodiversity area and ecological corridor. The applicant has not demonstrated sufficiently or assessed alternatives appropriately (i.e., bridging of watercourse) to allow the significant loss of this and other watercourses.</p> <p>The applicant has not undertaken an options assessment to an appropriate level for the project (including stormwater options,</p>	<p>Amend the plans to remove 379 Matua Road from the NoR/designation area.</p> <p>Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road.</p> <p>Limit the extent of piping and filling of natural waterways and wetlands.</p>	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. This includes within the assessment of alternatives.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment.</p>

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
		earthworks, and loss of watercourse etc...). This includes the selection of a wetland (identified as SH16 Wetland 11) and culverts on 411 Matua Road, adjacent to 379 Matua Road		
72	Ray Chong and Judy Chong		Suspend current proposal	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p>
83	Anca Joicey	The proposed plan will require the removal of many trees and other vegetation, which will have a negative effect on the biodiversity of the area.	Oppose the Notice of Requirement	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR. This includes within the assessment of alternatives.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment.</p>

Local: R1

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
20.7	Ray Chong and Judy Chong	9. Vegetation will be removed alongside the existing road corridor.	Suspend current proposal	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP contains sufficient provision to manage ecological effects from regional resource consent requirements.</p>

Local: W3

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8.1	Michelle van Rensburg	<p>Options assessment is incorrect: Option 1 allows for a greater buffer between the widened road and the Totara Creek reducing the potential for adverse ecological effects</p> <p>Potential for more significant ecological effects due to less buffer between the widened road corridor and Totara Creek.</p>	<ol style="list-style-type: none"> 1. No change to the 2 lane Brigham Creek Road 2. Or if decision is made to alter the road: <ol style="list-style-type: none"> 1. Compensation for property value decrease expected from the road upgrade 2. Extra explanation of what mitigation options will be provided to property owners in Noise Category C houses with stated available mediation processes if agreement on options cannot be reached 3. Use of AC-14 or equivalent low noise road surfacing. 4. Option 2 for widening of the road to accommodate 4 lanes is chosen for Segment 1 (widening on the southern side only retaining northern boundary) 	<p>The relevant options were:</p> <p>Option 2: widen road on the south and retain northern boundary.</p> <p>Option 1: (selected): widen both the northern and southern side of the road and retain the centerline.</p> <p>Overall, ecology scored equally across all options. However additional commentary provided (table 8-2, page 72 of the Options Assessment) provides additional specific details regarding the preference for Option 2 as it relates to ecological matters.</p> <p>Ultimately the applicant has opted for Option 1. The options assessment has to make an overall assessment cognisant to the functional needs of infrastructure and as all options score the same (overall), as it relates to ecology, across the various options the practicalities of infrastructure</p>

HIF: Trig Road Corridor Upgrade

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8.1	John Kahukiwa and Lisa Roberts	There should be more research done in regard to the effects on the current environment, visually, ecologically and economically.	Oppose Notice of Requirement	<p>I consider that the:</p> <ul style="list-style-type: none"> • Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice. • Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects. • Reported results are transparent, accurate and a fair representation of the on-site values. <p>I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.</p> <p>In my opinion, sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage any effect on ecological values that may arise from the proposal.</p>
11.1	Nicola Craig	There should be more research done in regard to the effects on the current environment, visually, ecologically and economically.	Oppose Notice of Requirement	

HIF: Redhills NoR2a

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
3	Redhills Green Limited	The proposed alignment requires works to and over streams and wetlands, which will require resource consent under the AUP and the NES Freshwater, with appropriate mitigation and/or offsetting to manage associated effects. It appears that limited consideration has been given to these effects and implications, and how these could potentially be managed, such that this could pose a significant risk to the consenting and delivery of the works. The changes sought to the alignment seek to reduce the extent of affected stream/wetland to minimised this impact.	That the NoR Designation areas for NoR 1, 2a, 2b and 2c are adjusted to accord with the amended arterial alignment and associated stormwater management approach shown on the Redhills Green Arterial Route Masterplan attached to this submission.	<p>For NoR2a, as it relates to ecology, the submission specifically seeks re-alignment of the road west of the Ngongetepara Stream to reduce the length of bridge required.</p> <p>The changes are best captured on the SGA—DRG-NEW-0010CI-1005 of the lodged and notified plan set; and plan UD103 attached to the submission.</p> <p>Whilst the proposed alignment of the submission would reduce the number of structures within watercourses, the impact from an ecological perspective would appear to be greater as the plan infers that a portion of the stream and wetland would be reclaimed to realise this alignment ('wetland to be filled' marked on plan.</p> <p>It is also noted that the plans attached to the submission are also noted as highly indicative, with raises questions on the level of supporting assessment that has been undertaken to support this alignment.</p> <p>I would disagree that the alternative alignment sought reduces impact on streams and wetlands, and hence this submission is not supported.</p>

HIF: Redhills NoR2c

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8	Redhills Green Limited	The proposed alignment requires works to and over streams and wetlands, which will require resource consent under the AUP and the NES Freshwater, with appropriate mitigation and/or offsetting to manage associated effects. It appears that limited consideration has been given to these effects and implications, and how these could potentially be managed, such that this could pose a significant risk to the consenting and delivery of the works. The changes sought to the alignment seek to reduce the extent of affected stream/wetland to minimised this impact.	That the NoR Designation areas for NoR 1, 2a, 2b and 2c are adjusted to accord with the amended arterial alignment and associated stormwater management approach shown on the Redhills Green Arterial Route Masterplan attached to this submission.	<p>For NoR2c, as it relates to ecology, the submission specifically seeks re-alignment of the road to reduce the number of stream crossings require, reduce the length of the bridge and also has a lesser impact on bats.</p> <p>I acknowledge reducing the number of crossing (from 2 to 1), corresponds to a lesser degree of vegetation clearance required for removal.</p> <p>However, note that this roading alignment would require the greater degree of reclamation as noted on these submitters point in NoR2a; along with additional wetland reclamation in this specific section.</p> <p>It is also noted that the plans attached to the submission are also noted as highly indicative, with raises questions on the level of supporting assessment that has been undertaken to support this alignment.</p> <p>I would disagree that the alternative alignment sought reduces impact on streams and wetlands, and hence this submission is not supported.</p>
11	Nation Shine Limited	Also the proposed arterial road alignment leaves “no man's land” between an existing watercourse and the road alignment.	We would like the roundabout moved approx. 15m west and lowered 2-3m from existing road levels.	<p>Moving the roundabout further to the west, has the effect of moving it closer to the stream.</p> <p>This may require further reclamation, or as the submitter also suggests a retaining wall to support the roundabout.</p> <p>Either option requires a greater degree of effect on the stream and hence is not supported.</p>

Appendix 3G

Landscape and Visual Review

22 June 2023

To: Robert Scott, Reporting Planner
Copy: Todd Elder, Senior Policy Planner
From: Ainsley Verstraeten, Principal Landscape Architect, Tāmaki Makaurau Design Open, Plans and Places.

Subject: Te Tupu Ngātahi Supporting Growth Programme – North West (Strategic Arterial Network) – Landscape Assessment Review

1.0 Introduction

1.1 I have undertaken a review, in relation to the landscape effects of the following six North West Strategic Arterials (**Strategic**) Notices of Requirements (**NoRs**) in Whenuapai, Kumeū, Huapai and Red Hills that have been lodged by Te Tupu Ngātahi, the Supporting Growth Alliance (**SGA**), representing Waka Kotahi / the New Zealand Transport Agency (**NZTA**) and Auckland Transport (**AT**), as requiring authorities:

1. NZTA NoR S1 – Alternative State Highway, including Brigham Creek Interchange
2. NZTA NoR S2 – State Highway 16 (SH16) Main Road Upgrade (Huapai)
3. NZTA NoR S3 – Rapid Transit Corridor (Kumeū), with Regional Active Mode Corridor
4. NZTA NoR KS – Kumeū Rapid Transit Station
5. NZTA NoR HS – Huapai Rapid Transit Station
6. AT NoR S4 – Access Road Upgrade (Kumeū)

1.2 I am aware that consultant landscape architect, Peter Kensington is providing landscape effects review advice on behalf of Auckland Council in relation to the thirteen SGA **Local** NoRs which are located in Whenuapai, Red Hills and Riverhead.

1.3 I have worked closely with Mr Kensington when undertaking my review, including undertaking a joint site visit with the SGA landscape architect, Tom Lines in May 2023. I also understand that Jennifer Esterman is providing specialist urban design review of the Strategic, Local and HIF NoRs for Auckland Council; and that other specialists are providing arboricultural, ecological and 'parks planning' review advice, all of which have some overlap with landscape effects.

1.4 My relevant qualifications and experience include:

- Bachelor of Landscape Architecture 2005 from Lincoln University (Canterbury)
- Registered member of Tuia Pito Ora / New Zealand Institute of Landscape Architects
- 15-years work experience as a landscape architect, focussed on projects within the landscape planning specialty of landscape architecture over the last nine years. A more detailed outline of my experience is included in Appendix 1 of this memo.

1.5 In writing this memo, I have reviewed all of the documentation that has been lodged with and notified by Auckland Council for the Strategic NoRs. I have not reviewed the Local or HIF NoR material in any detail, leaving that task to Mr Kensington.

1.6 The North West Strategic assessments of landscape effects have been prepared by Boffa Miskell Limited in accordance with the NZILA '*Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines*', including adoption of a seven-point scale of adverse effects as recommended in the guide. While I have generally agreed with the level of effects included within the conclusions, I note these effects ratings are unhelpfully inconsistent with those

included within the summary table in section 11 of the landscape assessment report. This is particularly so for the S3 section of the report. For this NoR I have made my own assessment of effects. The SGA may wish to address this in their evidence.

- 1.7 Therefore, I have produced a summary table of effects for ease of reference and included it as appendix two to this memo. The table also includes additional mitigation measures referenced in the landscape assessment that should be included within the Urban and Landscape Design Management Plan (**ULDMP**) condition. I have also included the rating scale provided within Te Tangi a Te Manu as appendix three.

2.0 Review of each NoR and associated submissions

2.1 NZTA NoR S1 – Alternative State Highway, including Brigham Creek Interchange

Key issues:

- Approach to assessment 'baseline' and 'likely future environment' (agreed).
- High to Low adverse landscape and visual effects during construction activities; reduced to Moderate – High to very low with the inclusion of proposed mitigation measures (agreed).
- High-Moderate to low adverse landscape and visual effects overall; reduced to low-moderate to very low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including the potential for an increased net area of native planting along the length of the footprint (agreed).
- Although vegetation removal is permitted under the AUP, this does not diminish the level of change in the landscape or experienced by audiences (agreed).
- Audiences within a rural context are anticipated to have a greater sensitivity to the changes proposed (agreed).

In particular, I consider the area around Pomona Road to be most adversely affected by the scale of landscape change due to the enclosed nature of this rural road from roadside plantings and an undulating topography.

- Additional recommendations from within the landscape assessment are necessary to assist in avoiding, remedying, and mitigating adverse effects, above what the current Urban and Landscape Design Management Plan (**ULDMP**) condition specifies (agreed).

Submissions review:

- Submitter 7.1 – John Martin Alexander, 206 Trigg Road, Huapai (did not state)
Request for re zoning of land as their current rural amenity will be compromised by S1. S1 provides a more natural boundary to urban zoning rather than an arbitrary line across properties.

Response: agree that moving the rural urban boundary (RUB) to the edge of the S1 designation would make sense from a defensible boundary perspective.

- Submitter 9.1 – Samuel L Cooper, 69 Foster Road, Huapai (neutral)
Adverse visual amenity effects on their rural outlook. Request for a noise wall and extensive planting to the eastern side of the ASH from SH16 (near Foster Road) through to Trig Road / Foster Road overbridge.

Response: agree that adverse effects will arise for these residents – address through ULDMP.

- Submitter 12.1 – Te Kawerau a Maki (Te Kawerau Iwi Tiaki Trust) (oppose)

The sensitivity of the landscape through which the ASH is located in, specifically Te Awa Kumeū and productive soils of the region.

Impact on setting of wahi tohu and cultural landscape features.

Changes to rural character resulting from the ASH enabling urban growth is considered undesirable to Te Kawerau ā Maki.

Potential for urbanisation outside the existing FUZ, as a result of the ASH

Response: agree that the ASH could enable more urban growth and put more urbanisation pressure outside of the RUB, therefore impacting on rural character. The landscape assessment acknowledges there will be significant landscape change from this project and that rural landscape is more sensitive to change.

- Submitter 47.2 – John Richard Baker Phillipa Clare Baker Gwillim Family Trust, 177 Pomona Road, RD1, Kumeū (oppose)

Adverse visual and rural amenity effects during both construction and operation. Request for the area of their property within the designation to be purchased now so that the environmental enhancement of the stream on their property is started before construction. This is to ensure it is established early to provide natural noise and visual barriers.

Response: agree that this could be a good option for these residents as they will view an overbridge over Pomona Road within close proximity of their home. I agree adverse visual effects will arise for these residents during and after construction – address through ULDMP.

2.2 NZTA NoR S2 – State Highway 16 (SH16) Main Road Upgrade (Huapai)

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Moderate to low adverse landscape and visual effects during construction activities; reduced to moderate to low with the inclusion of proposed mitigation measures (agreed).
- Moderate to low adverse landscape and visual effects overall; reduced to low-moderate to very low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Positive landscape and visual effects will result including enhanced green infrastructure along the existing state highway. (agreed).
- The FUZ landscape context has a lower level of sensitivity to change due to the anticipated developing urban form of the landscape associated with future urbanisation. (agreed).
- Although vegetation removal is permitted under the AUP, this does not diminish the level of change in the landscape or experienced by audiences (agreed).
- Unknown effects of retaining walls due to lack of information.

- Additional recommendations from within the landscape assessment are necessary to avoid, remedy and mitigate effects, above what the current Urban and Landscape Design Management Plan (**ULDMP**) condition specifies (agreed).
- Potential amenity effects from the removal of two scheduled trees to be removed / impacted by construction.

Submissions review:

- Submitter 29 – Stephen Anderson, 396, 398 and 400 Main Road, Huapai (oppose)
Potential adverse effects on notable silver dollar tree during construction, requests a noise barrier to prevent overlooking.

Response: agree that adverse effects are likely to arise for this property owner – address through ULDMP and recommendations included within the landscape assessment for vegetation protection.

2.3 NZTA NoR S3 – Rapid Transit Corridor (Kumeū), with Regional Active Mode Corridor

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Moderate through to low adverse landscape and visual effects during construction activities; reduced to low-moderate to very low with the inclusion of proposed mitigation measures.
- Low-moderate to very low adverse landscape and visual effects overall; reduced to low-moderate to very low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established.
- Additional recommendations from within the landscape assessment are necessary to avoid, remedy and mitigate effects, above what the current Urban and Landscape Design Management Plan (**ULDMP**) condition specifies (agreed).
- Although vegetation removal is permitted under the AUP, this does not diminish the level of change in the landscape or experienced by audiences (agreed).
- It is unclear whether the adverse effects resulting from the removal of mature trees will be adequately remedied or mitigated. This is because the plans do not quantify or identify the exact number of trees to be removed or where new ones could be located.

Submissions review:

- Submitter 20 – Ministry of the Environment, Matua Ngaru School, Kumeū (neutral)
 - Support for the inclusion of a condition that requires visually impermeable hoarding during construction.Response: support inclusion of specific condition to achieve temporary mitigation.

2.4 NZTA NoR KS – Kumeū Rapid Transit Station

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Low adverse landscape and visual effects during construction activities; reduced to very low with the inclusion of proposed mitigation measures (agreed).
- Low adverse landscape and visual effects overall; reduced to low and very low positive with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).

- Additional recommendations from within the landscape assessment are necessary to avoid, remedy and mitigate effects, above what the current Urban and Landscape Design Management Plan (**ULDMP**) condition specifies (agreed).

Submissions review:

No submissions raise landscape and visual effects concerns.

2.5 NZTA NoR HS – Huapai Rapid Transit Station

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Moderate to low adverse landscape and visual effects during construction activities; reduced to low-moderate to very low with the inclusion of proposed mitigation measures (agreed).
- Low-moderate to very low adverse landscape and visual effects overall; reduced to low to very-low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Although vegetation removal is permitted under the AUP, this does not diminish the level of change in the landscape or experienced by audiences (agreed).
- Possibility of retaining a small number of existing mature trees including shelterbelt vegetation along the northern site boundary. It is recommended this is included within the ULDMP condition. (agree)
- Additional recommendations from within the landscape assessment are necessary to avoid, remedy and mitigate effects, above what the current Urban and Landscape Design Management Plan (**ULDMP**) condition specifies (agreed).

Submissions review:

No submissions raise landscape and visual effects concerns.

2.6 AT NoR S4 – Access Road Upgrade (Kumeū)

Key issues:

- Approach to assessment ‘baseline’ and ‘likely future environment’ (agreed).
- Low-moderate to low adverse landscape and visual effects during construction activities, without mitigation, reducing to low-moderate to very low with the inclusion of mitigation measures (agreed).
- Low-moderate to low adverse landscape and visual effects overall; reduced to low-moderate to very low with the inclusion of proposed mitigation measures; and diminishing over time as the planting becomes established (agreed).
- Potential for low adverse natural character effects without mitigation, however these are expected to reduce to being very low positive after mitigation. (agreed).
- Positive landscape and visual effects could result from the opportunity to improve the stream and riparian environment of a branch of the Kumeū River within proximity to the upgraded Access Road bridge. Potential for the location of the RUB to be more legible and defined (agreed).
- Although vegetation removal is permitted under the AUP, this does not diminish the level of change in the landscape or experienced by audiences (agreed).
- Unknown effects from retaining walls up to 15m high in proximity to retained rural residences and urban commercial buildings. ***This should be managed through the ULDMP.***

- The landscape design either side of Access Road needs to be cognisant of the two different zone interfaces. ***This should be managed through the ULDMP.***
- It is unclear whether the adverse effects resulting from the removal of mature trees will be adequately remedied or mitigated. This is because the plans do not quantify or identify the exact number of trees to be removed or where new ones could be located.
- Additional recommendations from within the landscape assessment are necessary to avoid, remedy and mitigate effects, above what the current Urban and Landscape Design Management Plan (**ULDMP**) condition specifies (agreed).

Submissions review:

- Submitter 12.1 – Bryce Kilpatrick, 95 Access Road, Kumeū, (oppose)
Adverse visual amenity effects resulting from the loss of 25+ year old trees and other native planting.

Relief sought: consultation with landowners on the design and replanting.

- Response: agree that localised adverse effects will arise – address through ULDMP.

3.0 Submission themes

Thank you for providing a summary of the relevant submission themes that arise for the NoRs. There are a relatively few submissions that are relevant to an assessment of landscape and visual effects, however I note that the following themes / issues have relevance to my review:

- A. Changes to / loss of character.
- B. Zoning of land.
- C. Landscape and amenity – and reinstatement of property and vegetation.
- D. Construction effects.

Broadly these themes / issues have been addressed through the assessments of landscape effects which accompany each of the NoRs; and where specific submission points have raised relevant issues, I have noted these in the discussion at section (2.0) above.

4.0 Proposed conditions

- 4.1 I support the proposals to include conditions of the NoRs requiring the preparation and implementation of ULDMPs for each of the designated corridors. Compliance with these management plan documents will assist with the ongoing avoidance, remediation and mitigation of adverse landscape and visual effects and ensure an integrated and positive outcome.
- 4.2 From my overview of the currently proposed draft conditions, while the intent appears to be captured within the ULDMP condition wording, there are many instances where recommendations are included within the landscape assessment, but it is unclear whether these have been fully captured in the wording of condition 9. I have identified the recommendations in appendix two of this memo and consider they need to be included within the ULDMP condition to be site specific and relate to their site context.
- 4.3 In addition, the ULDMP should address specific requests within submissions with particular regard to planting and fencing options.
- 4.4 I suggest that the SGA evidence is best placed to provide this clarification, for my further review (or as facilitated through an expert conferencing process, for example), in order to assist decision makers by providing certainty of outcome for each designation.

5.0 Conclusions and recommendations

- 5.1 Following my review of the assessments of landscape effects which accompany the six

Strategic NoRs and my review of the submissions that have been received, I confirm that I am generally in agreement with the conclusions reached by the SGA landscape assessments. I also agree that the approach of requiring the preparation and implementation of ULDMPs for each of the designated corridors is appropriate in achieving positive and integrated landscape outcomes.

- 5.2 This is however tempered with the need for each of the ULDMP conditions to be site specific as opposed to generic.
- 5.3 Vegetation removal across all NoR's is noted as being mitigated, yet the amount of removal and replacement has not been quantified or identified, including whether the quantity that would require resource consent. Without knowing this information, the landscape and visual amenity effects of the vegetation removal is unknown and the ULDMP does not specify a ratio for replacement.
- 5.4 From a high level, landscape planning perspective, given the long-term nature of these projects, I can foresee the pressure the rural zones are already under will be exacerbated by these new and upgraded roads. In my opinion the current location of the RUB is relatively weak in terms of being a defensible boundary, especially the area between Foster Road and the RUB1. In reality, the scale of landscape change is likely to be a catalyst for urban creep and the loss of the Rural - Countryside living zone by the time the Alternative State Highway is complete.
- 5.5 Having said the above, I recommend that the following matters require resolution / attention:
 1. Ensure 'Condition 9b(ii): *contributes to a quality urban environment*' considers the rural environment also. There are many instances where these designations pass through rural zones or in the case of Access Road, will have two different zones on either side. This needs to be reflected in the condition.
 2. Ensure Condition 9 for each of the designations is context specific and includes site specific conditions / requirements. This will enable a smoother and clearer process through the Outline Plan of Works stage. I have identified these recommendations within appendix two of this memo.
 3. There are a number of locations where the designations overlap each other and, in the example, circled below it shows batter slopes on top of the ASH. In this regard the full extent of landscape effects is unknown. It is recommended the ULDMP considers the landscape as a whole in these situations rather than by designation only. I suggest that the SGA evidence is best placed to provide clarification in this regard.

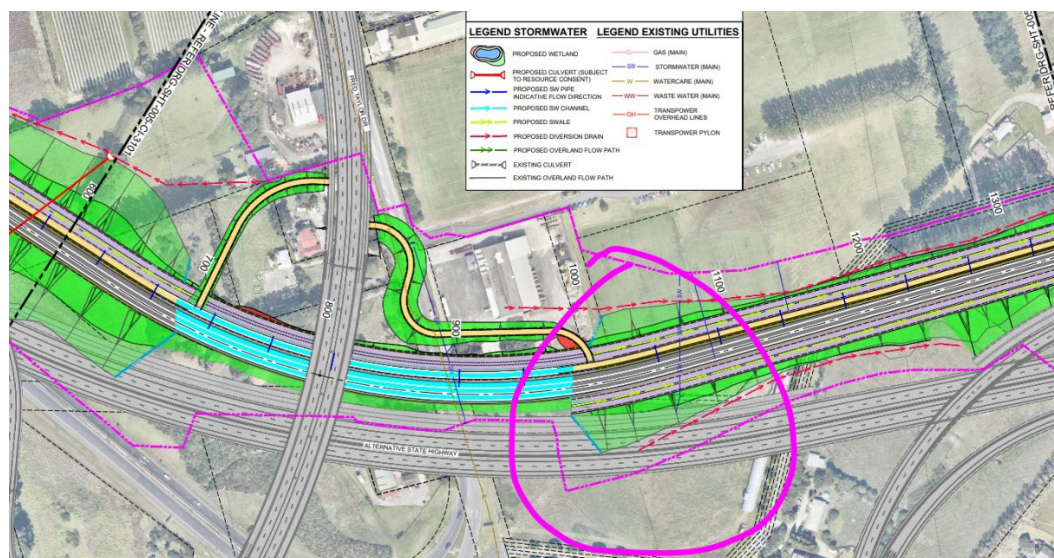


Fig 1 – Overlap of designations near Fred Taylor Park.

¹ Submission no. 7, S1 and no. 5 S2 – John Martin Alexander, 206 Trigg Road, Huapai

4. The Open Space Conservation zoning – along the Kumeū River is not consistent along its length as shown in figure 2 below. It would seem there is opportunity to consider being able to manage the river as a cohesive whole through these projects. The landscape assessment for ‘S2 – S16 Main Road Upgrade’ recommends the natural character and processes of the Kumeū River and its branches are protected. Submissions also support this in terms of noting the need for clearing debris that are blocking waterways and causing flooding issues as well as the submission from Te Kawerau a Maki.



Fig 2 – Snip of the open space conservation zones along the Kumeū River between Boord Crescent and Taupaki Road.

- 5.6 Subject to resolution of the above, I confirm that adverse landscape effects will not all be avoided, remedied or mitigated, and overall, the full extent of landscape effects is unknown at this stage. The highest degree of landscape effects relates to ‘NoR’s S1 and S2’, where even after mitigation measures have been implemented effects are up to a ‘low-moderate degree’ at operational stage with construction effects being the greatest.
- 5.7 There will however be a number of positive landscape effects also facilitated through the NoRs and the associated ULDMP conditions.

Should you wish to discuss anything further regarding this this memo, please do not hesitate to contact me.

Yours sincerely,

Ainsley Verstraeten | BLA, NZILA Registered
Principal Landscape Architect
Tāmaki Makaurau Design Ope
Auckland Council
021 807 410

Appendix 1: Qualifications and experience

Ainsley Verstraeten

Principal Landscape Architect

Design Review, Urban Design Unit.

Bachelor of Landscape Architecture (2005), Lincoln University, NZ

Registered Member of Tuia Pito Ora New Zealand Institute of Landscape Architects

I have been with Auckland Council in the design review team since July 2014. I have 15 years industry experience in NZ and the UK, in both the public and private sector. In my current role as Principal Landscape Architect, I specialise in design review and the assessment of landscape effects for projects of various scales. I am responsible for reviewing applications for resource consent including major infrastructure projects, residential and mixed-use developments, rural and urban subdivisions, public realm and projects within sensitive landscapes such as rural and coastal environments and outstanding natural landscapes. My experience also includes reviewing private plan changes and notices of requirements and outline plans of works.

I have attended and provided evidence at council hearings over the last 5 years.

Appendix 2: Summary of construction and operational effects with and without mitigation

NOR#	Landscape and visual amenity construction effects		Landscape and visual amenity operation effects		Natural Character effects - Operational	Recommended measures to avoid, remedy or mitigate operational effects	Additional recommendations – included within the landscape assessment but needs to be included in the ULDMP condition.
	Before mitigation	After mitigation	Before mitigation	After mitigation	After mitigation		
NoR S1 Alternative State Highway (ASH)	High to Low	Moderate-high to very low	High - moderate to low	Low - Moderate to very low	Bridges = Low Culverts = low-moderate to moderate	7.6.5 - Address the visual and landscape effects of the ASH on Fred Taylor Park by providing screening and landscape integration.	Planting plan and vegetation protection plan is recommended as part of the ULDMP. All grassed areas are reinstated at the completion of the construction period or alternate arrangements are made in accordance with the wishes of the landowner. Topsoil from pastoral land impacted by earthworks is reused and proposed slopes are integrated into the landscape. Boundary fences and garden plantings (removed by the works) be reinstated on completion of works affecting the property. ULDMP advises on design strategies to design slopes and embankments to have a more naturalized appearance and

NOR#	Landscape and visual amenity construction effects		Landscape and visual amenity operation effects		Natural Character effects - Operational	Recommended measures to avoid, remedy or mitigate operational effects	Additional recommendations – included within the landscape assessment but needs to be included in the ULDMP condition
	Before mitigation	After mitigation	Before mitigation	After mitigation	After mitigation		
NoR S2 SH16 Main Road Upgrade	Moderate to low	Moderate to low	Moderate to low	Low-moderate to very low	Bridge = low Culverts = low-moderate	8.6.5 - Optimise the detailed design to integrate with Kumeū River Park. and / or re-establish the boundary to the open space. Protect the natural character and processes of the Kumeū River and its branches, particularly at where the river branch crosses SH16 and the route impacts the existing pond. This	integrate with the surrounding rural landscape. New tree and forest planting along the length of the corridor will be relied upon to mitigate the loss of that vegetation. Stockpile and re-use of topsoil from pastoral land impacted by the proposed earthworks. It is recommended that during detailed design process of the scheme corridor the extent of impacts on watercourses are limited to reduce the size of the area impacted. A planting plan and vegetation protection plan is recommended as part of the ULDMP. It is recommended that any planting proposed as mitigation through the regional consents process is integrated with the planting plan as recommended under the ULDMP.

						will be covered within the regional consent process.	It is recommended that boundary fences and garden plantings (removed through the construction works) be reinstated on completion of the works affecting retained properties. ULDMP advises on design strategies to design slopes and embankments to have a more naturalised appearance and integrate with the surrounding landscape.
NoR S3 Rapid Transit Corridor and Regional Active Mode Corridor	Moderate to low	Low-moderate to very low	Low-moderate to very low	Low-moderate to very low	Bridge = low Culvert = low-moderate	9.6.5 (relates to KS and HS sections also) - The existing Huapai Domain and Fred Taylor Park and the project corridor are designed to integrate with and / or re-establish boundaries to the open spaces. Protect the natural character and processes of the Kumeū River, and its branches, particularly where the river branch crosses SH16 Main Road and the project corridor crosses the existing	A planting plan and vegetation protection plan is recommended as part of the ULDMP. It is recommended that any planting proposed as mitigation through the regional consents process is integrated with the planting plan as recommended through this assessment under the ULDMP.

NOR#	Landscape and visual amenity construction effects		Landscape and visual amenity operation effects		Natural Character effects - Operational	Recommended measures to avoid, remedy or mitigate operational effects	Additional recommendations – included within the landscape assessment but needs to be included in the ULDMP condition
	Before mitigation	After mitigation	Before mitigation	After mitigation	After mitigation		
NoR KS Kumeū Rapid Transit Station	Low	Very low	Low	Low to very low positive	Low	9.6.5 – as above	It is recommended that a condition on the designation is included that promotes the re-use of topsoil from pastoral land to the south of the NAL.
NoR HS Huapai Rapid Transit Station	Low-moderate to low	Low	Low-moderate to very low	Low to very low	Culvert = Low	9.6.5 – as above	
NoR S4 Access Road Upgrade	Low-moderate to low	Low-moderate to very low	Low-moderate to low	Low-moderate to very low	Very low positive		It is recommended that a condition on the designation is included that promotes the re-use of topsoil from pastoral land impacted by the proposed earthworks and the integration of proposed slopes into the surrounding landscape. It is recommended that during detailed design process a planting plan and

							<p>vegetation protection plan is recommended as part of the ULDMP, which will be developed as part of the detailed design of the Project.</p> <p>It is recommended that boundary fences and garden plantings (removed through the Project works) be reinstated on completion of the works affecting the property. These mitigation measures should be considered within the ULDMP.</p> <p>It is also recommended that the ULDMP seeks to optimise the design of slopes and embankments to have a more naturalised appearance and integrate with the surrounding rural landscape.</p>
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Appendix 3 – Rating scale of effects



Ref: Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

Appendix 3H
Urban Design Review

Memo: Technical specialist memorandum for notices of requirement for North-West Strategic Package

14 June 2023

To: Robert Scott, Consultant Planner, Plans and Places, Auckland Council
From: Jennifer Esterman, Senior Urban Designer, Mein Urban Design and Planning Limited

Subject: Notice of Requirements: North West Strategic Package, Urban Design Review

1.0 Introduction

- 1.1 Auckland Transport and Waka Kotahi NZ Transport Agency, as requiring authorities, have lodged six strategic NoRs to ensure route protection for the North-West Strategic Network.
- 1.2 I have undertaken an urban design review of the Strategic, Local and Housing Infrastructure Fund Notices of Requirements lodged by the Supporting Growth Alliance, on behalf of Auckland Council. This memo specifically relates to the Strategic NoR package.
- 1.3 The NoRs are outlined below:
 - a. S1: Alternative State Highway
 - b. S2: SH16 Main Road
 - c. S3: Rapid Transit Corridor
 - d. KS: Kumeū Rapid Transit Station
 - e. HS: Huapai Rapid Transit Station
 - f. S4: Access Road Upgrade

2.0 Qualifications and Relevant Experience

- 2.1 I hold the qualifications of Bachelor of Planning (2009) and Master of Urban Design (2014) from the University of Auckland. I am an intermediate member of Te Kokiringa Taumata - the New Zealand Planning Institute and a member of the Urban Design Forum Aotearoa.
- 2.2 I have some 13 years' experience as an urban designer and planner in New Zealand. I am a senior urban designer at Mein Urban Design and Planning Limited. Prior to working for Mein Urban Design and Planning Limited, I worked as an urban designer for Auckland Council for 7 years and at Palmerston North City Council for 2 years.
- 2.3 Recent relevance experience includes the following:

Auckland Council, Private Plan Change 69

Urban design review of Proposed Private Plan Change 69 to the AUP-OP to rezone approximately 52ha of land from Future Urban Zone to Business- Light Industry Zone and introduce a new precinct. Review of submissions and preparation of material for the s42A report.

Auckland Council, Private Plan Change 86 (Notified)

Urban design review of Proposed Private Plan Change 86 to the AUP-OP to rezone approximately 5.2ha of land located at 41-43 Brigham Creek Road, Whenuapai from Future Urban Zone (FUZ) to Residential-Mixed Housing Urban (MHU). Review of submissions and preparation of material for the s42A report.

3.0 Overview and Scope of Technical Memorandum

3.1 In drafting this memo, I have reviewed the following documents:

- North West Strategic Assessment of Effects on the Environment, Part 2. Prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- North West Strategic Urban Design Framework Evaluation, Prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- North West Strategic Appendix A - Assessment of Alternatives, Prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- General Arrangement Plans, prepared by Te Tupu Ngātahi – Supporting Growth, dated December 2022
- NW Strategic Combined Conditions
- NE Strategic – Access Road Conditions
- Relevant submissions related to S1, S2, S3, S4, KS and HS

3.2 This technical memorandum assesses urban design considerations and any actual or potential effects on amenity associated these NoRs. These are addressed separately for each NoR, to assist the preparation of the Council’s reporting planner’s report under s42A of the RMA.

4.0 Supporting Growth Alliance Urban Design Assessment

4.1 A diagram of the proposed north-west transport network is illustrated in Figure 1 below. This diagram depicts the overall transport network the proposed NoRs will enable. The intent of the NoRs is to designate the land to provide route protection, ensuring the intended transport network for the north-west can be progressed in the longer term. This transport network is broken into several packages: under the umbrellas of strategic, local arterials and housing infrastructure fund. The assessment below provides urban design commentary on each NoR within the strategic package.

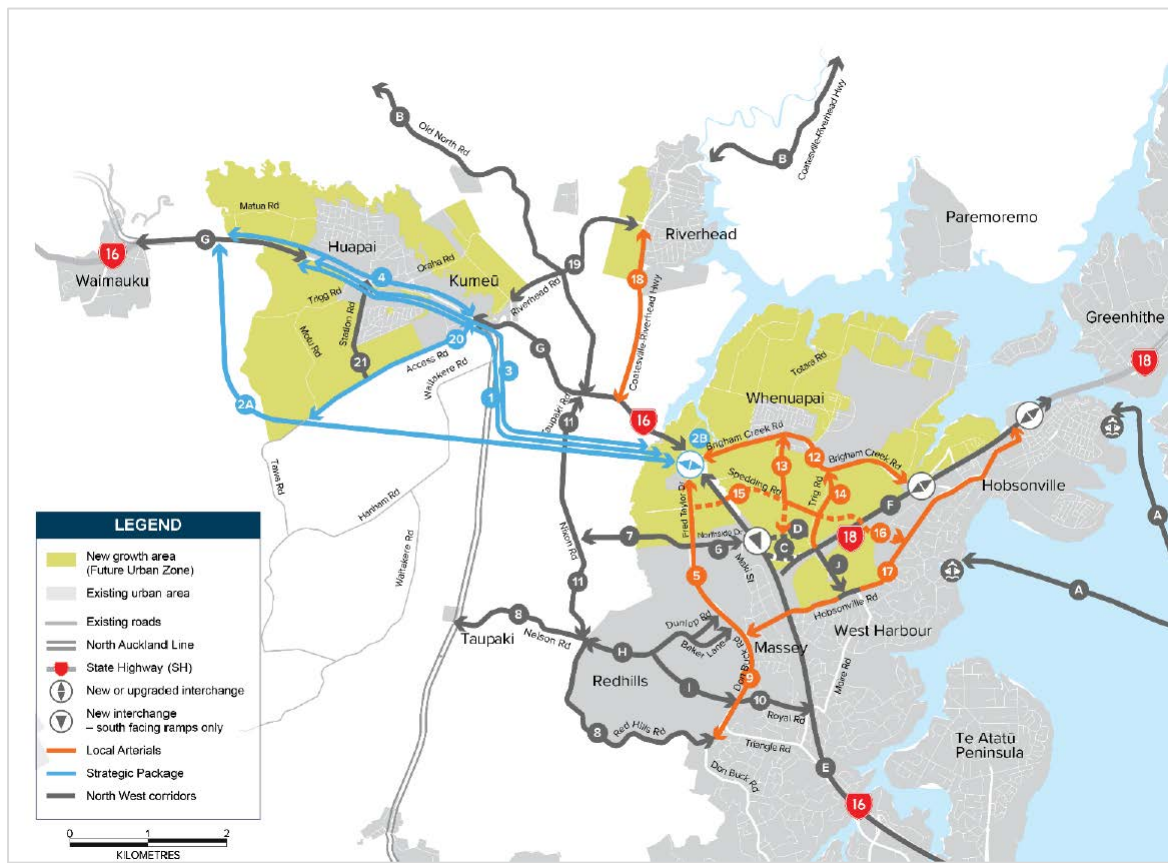


Figure 1: Diagram to show the proposed north west transport network that the designations will enable

- 4.2 An urban design framework evaluation was prepared by Te Tupu Ngātahi – Supporting Growth. This evaluation states that the purpose of these six NoRs is to:

“designate land for future strategic transport corridors as part of the Supporting Growth Programme to enable the future construction, operation and maintenance of transport infrastructure in the North West (NW) of Auckland”¹.

The evaluation assesses each project against the Te Tupu Ngātahi Design Framework. Overall, I support the methodology used by Te Tupu Ngātahi for this evaluation and agree with the conclusions reached.

- 4.3 The principles of the design framework are shown in Figure 2. The evaluation identifies the need for an urban design designation condition. This condition requires the preparation of an Urban and Landscape Design Management Plan (ULDMP) to ensure further consideration is given to urban design matters at the detailed design stage. I support the inclusion of this condition as the detailed design of infrastructure such as the bus station buildings associated with Kumeū and Huapai Stations, the pedestrian and cycle movement spaces and retaining walls is critical to ensuring a positive experience for users of the new RTN and stations.
- 4.4 Given this application is for route protection purposes, the detailed design matters are unable to be considered at this stage. I strongly support the wording around promotion of inclusive access and sense of personal safety within the condition. The active transport mode connections to, from and around new rapid transit stations are fundamental to enabling easy and direct access for all.

¹ Te Tupu Ngātahi – Supporting Growth (2022) North-West Strategic Urban Design Framework Evaluation P1

System layers	Design Principles
Environment	1.1 Support and enhance ecological corridors and biodiversity
	1.2 Support water conservation and enhance water quality in a watershed
	1.3 Minimise land disturbance, conserve resources and materials
	1.4 Adapt to a changing climate and respond to the microclimatic factors of each area
Social	2.1 Identity and place
	2.2 Respect culturally significant sites and landscapes
	2.3 Adaptive corridors
	2.4 Social cohesion
	2.5 Safe corridors
Built form	3.1 Align corridors with density
	3.2 Corridor scaled to the surrounding context and urban structure
	3.3 Facilitate an appropriate interface between place and movement
Movement	4.1 Connect nodes
	4.2 Connect modes
	4.3 Support access to employment and industry
	4.4 Prioritise active modes and public transport
	4.5 Support inter-regional connections and strategic infrastructure
	4.6 Support legible corridor function
Landuse	5.1 Public transport directed and integrated into centres
	5.2 Strategic corridors as urban edges

Figure 2: Design principles described in Te Tupu Ngātahi Design Framework

5.0 Urban Design Assessment of individual NoRs, Strategic Package

- 5.1 As outlined in section 4, six strategic NoRs are proposed seeking route protection for the North West Strategic Network. From an urban design perspective, I generally support the route proposed. Specific comments on each NoR are provided below. A map depicting the location of each NoR within the strategic package is shown in Figure 3.

Notice of requirement
S1: Alternative State Highway (red line below)
S2: SH16 Main Road (green line below)
S3: Rapid Transit Corridor (yellow line below)
KS: Kumeū Rapid Transit Station (orange square below)
HS: Huapai Rapid Transit Station (blue square below)
S4: Access Road Upgrade (orange line below)

NORTH WEST STRATEGIC PACKAGE PROJECTS AND NOTICES OF REQUIREMENT

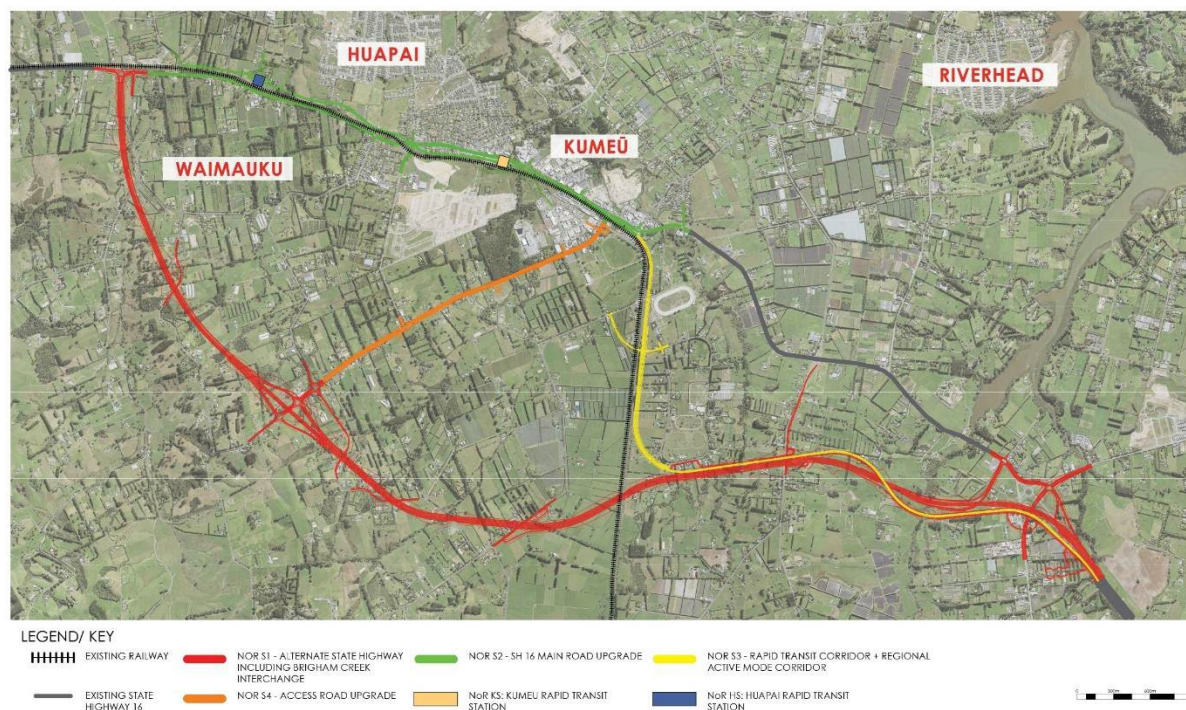


Figure 3: Plan to show North West Strategic Package NoRs

6.0 S1: Alternative State Highway (ASH)

- 6.1 The route protection sought for the ASH project will allow, once the designation is in place, for an extension of SH16 from the current end of the north-western motorway at the Brigham Creek roundabout through mixed use rural/ countryside living land uses to join SH16 west of Foster Road in rural Huapai. The ASH will provide a four-lane dual carriageway and separated cycle lanes and footpaths.
- 6.2 As described in the urban design evaluation, the ASH will enable “the movement of inter-regional and freight trips out of Kumeū Huapai. This will support the upgrade of SH16 for active modes (as proposed by NoR S2) and help create a vibrant urban environment by moving the strategic trips out of Kumeū Huapai”¹. From an urban design perspective, it is positive that strategic trips will be diverted away from Kumeū town centre as this provides an opportunity to better connect the residential area to the south of the main road with the town centre.

¹ Te Tupu Ngātahi – Supporting Growth (2022) North West Strategic Urban Design Framework Evaluation, P28

- 6.3 I agree with the conclusion in the urban design evaluation that “overall, the proposed ASH corridor design and configuration is generally supportive of the Design Framework principles”².
- 6.4 I support the proposed ULDMP condition³ and consider this is sufficient to achieve the intended outcomes.

S1 Submissions received:

- 6.5 Eighty-nine submissions were received in relation to NoR S1. Given the location of the corridor within rural and FUZ zoned land, the majority of the submissions do not relate to urban design effects.
- 6.6 Two submissions (submission 33 and 35) specifically relate to the extent of land taken by the corridor. This is not solely an urban design issue; however, the take of land also affects the built form and public realm outcomes at the edge of the corridor.
- 6.7 Submission 33 from Lendich Construction Limited and submission 35 from All Seasons Properties Limited relate to 186 Fred Taylor Drive. Lendich Construction Limited, lease and occupy 186 Fred Taylor Drive. All Seasons Properties Limited owns 186 Fred Taylor Drive. The submitters’ site will be entirely located within the proposed designation. It is noted there are two NoRs affecting this site; NoR S1 and NoR S3. The submitters are concerned the designation will affect their ability to continue operating the existing business. The general arrangement plan depicts an active mode corridor with fill batters on the subject site. It is suggested the project team works with these submitters to realign the active transport corridor, reduce the extent of fill batters and reduce the designated area to address the submitters concerns.

7.0 S2: SH16 Main Road

- 7.1 The State Highway 16 Main Road Upgrade Project (NoR S2) extends approximately 4.5km between Old Railway Road, east of Kumeū to Foster Road, west of Huapai. Once the designation is in place, SH16 would be upgraded to an urban arterial that would consist of a 24m wide corridor with walking and cycling facilities on the northern side of the corridor where the main Road adjoins the Rapid Transit Corridor (RTC) and on both the northern and southern sides where the Main Road is separated from the RTC. As described in the Urban Design Evaluation, *“the functional intent of the SH16 Main Street Upgrade section of the Project is to provide all modes east- west connectivity through the centre of the Kumeū-Huapai village and future urban area. It enables a new Rapid Transit corridor to connect into the centre of the FUZ”*⁴.
- 7.2 From an urban design perspective, it is positive that fully separated active modes will be provided along SH16 Main Road. This will improve connectivity to existing and future town centre areas and community infrastructure. I agree with the conclusions in the urban design evaluation that *“overall, the proposed State Highway 16 Main Road Upgrade design and configuration is generally supportive of the Design Framework principles.”*⁵ I agree with the outcomes sought in the Urban Design Evaluation⁶.
- 7.3 I support the proposed ULDMP condition (12). However, I recommend an addition to the condition in relation to retaining walls next to pedestrian footpaths. The condition specifies the ULDMP shall provide detail of how the project *“provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections”*.
- 7.4 Given this is not at detailed design phase, no detail is provided in terms of the height, materiality or finish of the retaining walls. The edge condition will be important, particularly pedestrian routes next to retaining walls. I recommend consideration of this is included in the

² Te Tupu Ngātahi – Supporting Growth (2022) North West Strategic Urban Design Framework Evaluation, P5

³ North West Strategic Proposed Conditions, condition 10 P7

⁴ Te Tupu Ngātahi – Supporting Growth (2022) North West Strategic Urban Design Framework Evaluation, P12

⁵ “ “, P19

⁶ “ “, P19-21

condition of consent, by amending the wording within the condition in (ii) and (iii) with the addition of the following underlined text “provides high quality and safe ~~appropriate~~ 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 to the immediate neighbourhoods and wider community.”

Promotes inclusive access (~~where appropriate~~); and

Promotes a sense of personal and public safety by aligning with best practice guidelines, such as....

(d) *The ULDMP(s) shall include*

(e) *Architectural and landscape treatment of all major structures, including bridges and retaining walls. Retaining walls adjoining pedestrian footpaths shall be low and of a quality finish / material.*”

S2 submissions received:

7.5 Fifty-nine submissions were received relating to NoR S2. These submissions raise a number of issues of relevance to urban design which are set out below under the key themes of extent of corridor, access and impact on Kumeū village.

Extent of corridor

- 7.6 Submitter 8, McDonalds Restaurants (NZ) Limited, currently has a resource consent processing with Council to establish a drive-through restaurant at 332-335 Main Road, Huapai. This submitter seeks clarification as to the extent of the designation and any potential impact on their site. It is recommended that the project team clarify the extent of the designation boundary.
- 7.7 Submitter 22, Spraggs Investments Limited, is the owner of 314, 318 Main Road and 2 Matua Road, Huapai. These properties are occupied by commercial premises that front Main Road. The submitter is concerned with the effects on vehicle and pedestrian access, pedestrian safety and the effects on the building, including the existing activities on the subject site. The submitter requests that the extent of the designation boundary be reviewed and that there will be no long-term effects on any existing vehicle access to and egress from the site.
- 7.8 Submitter 35, Morleyvest Limited, is the owner of 1A Tapu Road, Huapai (also known as 384 Main Road). The property is subject to NoRs S2 and S3. Two commercial buildings were constructed on site in 2018 and the company leases the office space to several commercial tenants. A key tenant is an early childcare centre: A Child's Place Limited. The childcare centre features an outdoor area fronting the street. As shown in the general arrangement plans for S2, sheet 5, the outdoor play area is included within the designated corridor. Some fill batters are proposed along both road frontages. Only a small area of fill batter appears to be required on the SH16 frontage. It is recommended the extent of designation be reviewed to avoid the outdoor play area associated with the childcare. A fill batter is proposed in the western part of the site, no details are provided as to the detail of this batter. It is recommended that the project team reconsider the batter slopes, to ensure the existing pedestrian access and vehicle access that serves this commercial development is retained.
- 7.9 Submitter 36, Pedro's Roast Kumeū Village, owns 10-88B Main Road. This submitter is concerned about the loss of car parking and access due to a berm cutting across the current access. This submitter also raises concern around the vertical height difference of the new footpath along the upgraded Main Road being 1.2m higher than the current footpath. The general arrangement plans indicate a retaining wall along the site frontage with berm and footpath. At the vehicle access a fill batter is shown. It is suggested the project team considers whether the designation can avoid the existing car parking. At detailed design stage the height of retaining walls and the interface with pedestrian pathways will be confirmed. An addition to Condition 12 UDLMP was suggested in paragraph 7.4 of this memo to ensure retaining walls adjoining pedestrian footpaths are low and of a quality finish/ material.
- 7.10 Submitter 37, Kumeū Properties Limited, owns 46-48 Main Road. The submitter is concerned about the retaining wall proposed along the full extent of the site frontage which will remove

direct physical and vehicle access from Main Road. The submitter notes no details of the height of this retaining wall are proposed. From an urban design perspective, maintaining access to this site is important for existing business but also for any future development to ensure an active street frontage can be created and maintained.

- 7.11 Submission 44, from The Roman Catholic Bishop of the Diocese of Auckland, has concerns around the extent and delineation of the designation in relation to 677 State Highway 16. The proposed designation includes the entire footprint of buildings located near to the road frontage with fill and cut batters either side of the building. The submitter requests the extent of designation along the road frontage excludes the building footprints. The extent of land required from 677 State Highway is extensive and should be reviewed. I note this submission also relates to Huapai Station submission 16 as the site is within both NoR S2 and NoR HS.
- 7.12 Submissions 50 and 51 by Bowring Properties Group and T A S Ltd, who collectively own the businesses located at 321, 321a, 323 and 325 Main Road, Huapai, seek the extent of the designation boundary be reviewed. The buildings on these sites were designed to front Main Road and provide car parking to the rear. The proposed designation boundary extends over part of the car parking area. I agree with these submitters that this NoR boundary should be reviewed to reduce the extent of land take in this location as buildings fronting Main Road with car parking to the rear is a positive urban design outcome. These submitters also raise concerns around potential unknown effects the designation extent will have on vehicle and pedestrian access, pedestrian safety and existing activities. I agree further detail is required to ensure these matters are addressed. This submission also relates to Kumeū Station submissions 26 and 27.
- 7.13 Submission 56 relates to a property at 45 Station Road that has a resource consent to construct and operate an Integrated Residential Development (Huapai Country Club). The submitter is part way through construction. The extent of land required for the corridor will impact the development as proposed and require redesign. The consented development is the type of development envisaged for the zone and will support the proposed active mode improvements, including Huapai Station. The submitter is requesting the SGA considers acquisition and vesting of the land now, in order to provide long-term certainty to the Submitter and its residents, enabling the Submitter to re-design the northern part of the site prior to commencement of construction, delivering a comprehensively masterplanned village as anticipated by the AUP.
- 7.14 Overall it is recommended that SGA reviews the extent of corridor in relation to the Submitters' land and work with Submitters to refine the design, including batters and retaining to ensure access is retained and a suitable interface is provided with existing land uses.

Impact on Kumeū Village

- 7.15 Five submissions⁷ raise concern about the loss of car parking servicing Kumeū Village, specifically that of the 56 customer car park spaces in the front car park, 39 are within the NoR corridor. The submitters consider the loss of this proportion of the front car park will change the character of the Kumeū Shopping Village because it will make it unviable as a destination for customers, and therefore the tenancies they support. From the general arrangement plan⁸ it appears the extent of corridor may be able to be reduced to avoid this car parking area.
- 7.16 It is recommended that SGA review the extent and alignment of the corridor in this location. From an urban design perspective, the new walking and cycling links proposed by the NoR package will enhance connectivity and further enable people to choose alternative modes of transport to this location.

8.0 S3: Rapid Transit Corridor (RTC) and Regional Active Mode Corridor (RAMC) including Kumeū Rapid Transit Station and Huapai Rapid Transit Station

⁷ S2 submission 12,14, 15, 17, 20

⁸ NW Strategic – General Arrangement Plans – SH16 Main Road, Part 2 of 5, Drawing number SGA DRG NEW 005 CI 2102 Rev B

- 8.1 Route protection for S3 is to provide a rapid transit corridor (RTC) and an associated Regional Active Mode Corridor (RAMC). The RTC corridor is designed to enable bus rapid transit and is generally assessed in two sections, a rural section extending from Brigham Creek Interchange (adjacent NOR S1 ASH) and an urban section from Waitakere Road where it is alternately co-located with SH16 Main Road (NOR S2) and / or the existing NAL, terminating at Matua Road. The RTC is intended to operate in an uninterrupted free flowing manner with all road crossings grade separated.
- 8.2 The RTC and RAMC are co-located with the ASH corridor in the rural section and located beside the existing NAL corridor through the urban section.
- 8.3 An existing issue is severance of Kumeū Town Centre due to its location on a state highway. This NoR has the potential to address severance and better connect the existing Kumeū town centre with the wider Kumeū area. I agree with the urban design evaluation that *“further design stages should ensure issues of severance are addressed by providing overbridges (as indicated in the preliminary design) to connect Future Urban Zone (FUZ) land uses with the SH16 Main Road active mode corridor.”*⁹
- 8.4 The urban design evaluation outlines a number of urban design outcomes that are recommended to form a part of the ULDMP in future delivery stages. These include outcomes sought for NoR KS and HS. It is recommended that NoR S3 use the same condition proposed for NoR S2, KS and HS (condition 12) rather than having its own separate condition.

S3 Submissions received

- 8.5 Ninety-nine submissions were received relation to S3. These submissions raise a number of issues of relevance to urban design which are set out below under key themes of extent of corridor and impact on Kumeū village.

Extent of corridor

- 8.6 Submitters 25 and 26¹⁰ are concerned with the extent and alignment of the corridor on Huapai Reserve and the impact on the existing facilities and clubrooms. The general arrangement plans show batters along the front of the reserve.
- 8.7 Submission 25, from West Coast Rangers Football and Sports Club Incorporated, raises concern around the extent of the designation affecting the front boundary and northern field of Fred Taylor Park. The submitter is concerned that the current extent of designation would result in the removal of two playing fields and impact upon land adjacent to the Park. Sheet 2 of 16 Drawing 3102 Rev B of the General Arrangement Plans indicates an active mode corridor with batter slopes on either side and an additional area of batter where the existing fields are located, see Figure 4 overleaf.
- 8.8 Submitter 26 notes that Huapai Reserve is used by both local sports clubs and the wider community as it is the only facility in the immediate area servicing the growing population.
- 8.9 In my opinion the project team should review and reduce the extent of the designation to only that necessary for the construction and operation of the corridor and at detailed design phase, design the active mode corridor and associated batter slopes in consultation with the Auckland Council, the leases, and existing users of the reserves to minimise any impact to this public land.
- 8.10 Submitter 31 is concerned that their property, 62 Boord Crescent, is within the designation. This submission relates to S2.
- 8.11 Submitter 38, Kumeū Centre Limited, owns the land located on the corner of Putaki Drive and Main Road Kumeū (102-104 Main Road, Kumeū). This land contains several businesses including a fast-food restaurant that offers drive-through. Submitter 64, Tahua Partners Limited (TPL), owns the Burger King within this business complex. Both submissions raise concerns

⁹ Te Tupu Ngātahi – Supporting Growth (2022) North West Strategic Urban Design Framework Evaluation, P34

¹⁰ Submitter 26 Kumeu Cricket Club

with the extent of the designation on their site and the impact this will have on existing access from Putaki Street. The General arrangement plan shows a retaining wall, berm and footpath in front of the submitters' site.

- 8.12 Submitter 40, Lendich Construction Limited, lease and occupy 186 Fred Taylor Drive which will be entirely located within the proposed designation. Submitter 42, All Seasons Properties Limited, own 186 Fred Taylor Drive. It is noted there are two NoRs affecting this site; NoR S1 and NoR S3. These submissions are the same as S1 submissions, refer to paragraph 6.7 of this memo.

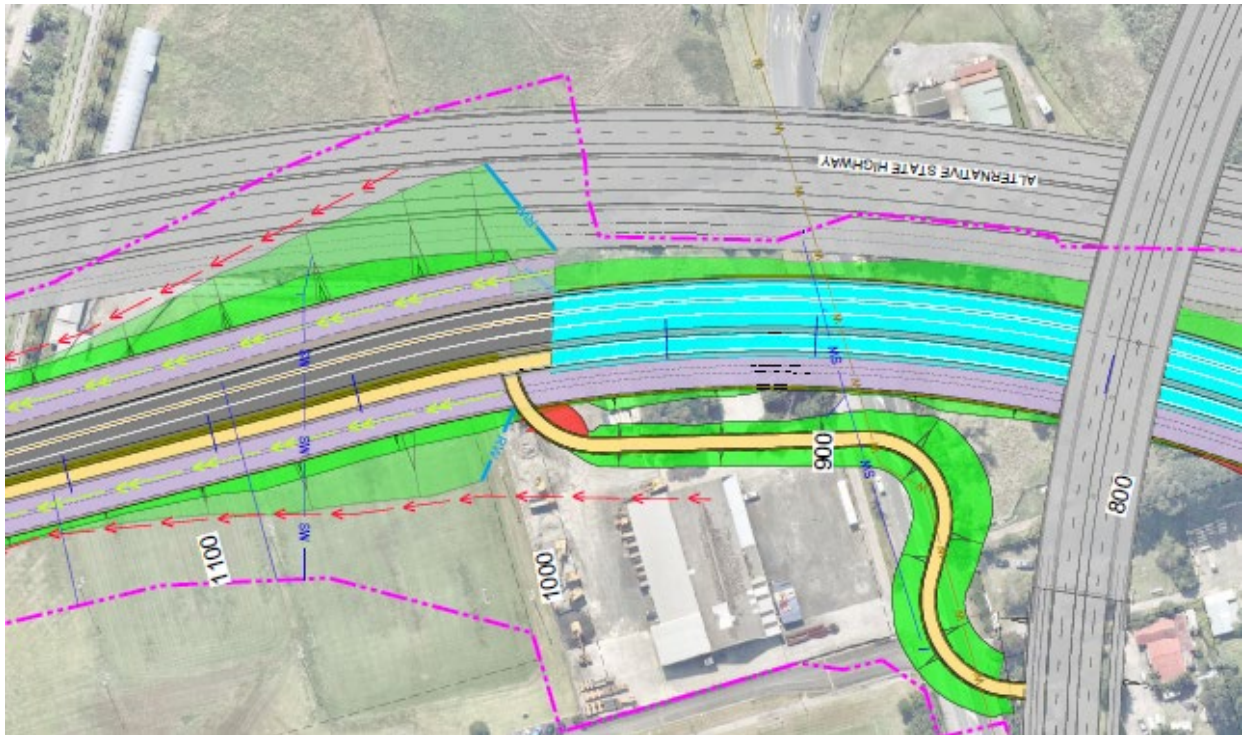


Figure 4: General arrangement plan for Fred Taylor Park

- 8.13 Submitter 42 also own 194 Fred Taylor Drive. There are two NoRs affecting 194 Fred Taylor Drive, namely NoR S1 and NoR S3. The subject site is entirely located within the designation. The submitter is concerned that the designation will inhibit the development potential of site and prevent ASP from proceeding with its development proposal.
- 8.14 Submitter 81, Morleyvest Limited make a submission that is the same as S2 NoR submission 35, refer to paragraph 7.8 of this memo.
- 8.15 Submission 93 and 94 by Bowring Properties Group and T A S Ltd, who collectively own the businesses located at 321, 321a, 323 and 325 Main Road, Huapai seek the extent of the designation boundary be reviewed. This is discussed in paragraph 7.12 in relation to NoR S2,
- 8.16 Submitter 97, the National Trading Company of New Zealand, have concern that the extent of designation will impact their plans for extending the car parking available on site for the New World supermarket and also impact current access to and from the site. The submitter seeks for the designation to be amended to avoid the need for any land take or this is minimised to the greatest extent possible. They also request no long- term effects on any of the existing vehicle access to and egress from the site. This is considered reasonable to ensure ongoing operation of the supermarket site.
- 8.17 It is recommended that the project team engages with all the submitters above to realign the corridor and or/ reduce the extent of the corridor to lessen the impact on the submitters' sites and ensure existing businesses can continue to operate. It is also recommended that the extent and location of fill batters and retaining walls be reconsidered at detailed design stage.

Impact on Kumeū Village

- 8.18 Seven submitters (18, 55, 57, 66, 77, 82, 83) express concern that the NoR will have a significant impact on Kumeū Village in terms of loss of existing car parking spaces and access.
- 8.19 Submitter 30 raises concern that Huapai will lose its identity, well established businesses will collapse, and the town will become a through-road for buses and bikes.
- 8.20 The NoR designation will not impact on the identity of Kumeū Village and Huapai. As noted in paragraph 7.15 of this memo, the corridor designation could be realigned to avoid the existing car park within Kumeū Centre.
- 8.21 From an urban design perspective, the Strategic NoRs will improve access to the existing village by providing modal choice to Kumeū Town Centre. Notwithstanding any traffic expertise, in my opinion the proposed NoR also has the potential to improve access across SH16 Main Road as the ASH will mean freight and other traffic movements that do not need to travel into Kumeū Town Centre can avoid the town centre. This has the potential to reduce traffic volumes on the Main Road, making it safer and easier to cross it and rendering active mode trips safer and easier.

9.0 KS: Kumeū Rapid Transit Station

- 9.1 The location of the Kumeū Bus Station is shown on drawing SGA-DRG-NWE-005-CI-5101 Rev A in Figure 4. The proposed bus station building is located at 299 SH16, just off the ASH. This site is within the Business: Town Centre zone under the AUP(OP), thus will be within walking distance to amenities within Kumeū Town Centre. I agree with the urban design evaluation that this location for a Rapid Transit Station will support Council's Spatial Land Use Strategy to expand Kumeū Town Centre. It will also connect the Huapai Triangle (housing area) directly into SH16 Main Road and Kumeū Town Centre.
- 9.2 As shown in Figure 5 below, pedestrian connections are provided to the north, linking the bus station into the wider Kumeū area. I note the urban design evaluation considers how to design for predicted future regional climatic impacts in the corridor location. I concur with the commentary in the urban design evaluation that at detailed design phase, there is a need to include a landscape and ecological strategy that incorporates the recommendations of the Landscape, Flooding and Visual and Ecological Assessments and a response to climate change factors. Given the flooding events during January / February 2023, further consideration should be made as to the suitability of this location and/or detailed design of this location as a rapid transit station. The existing commercial centre, located along State Highway 16, was significantly impacted during these flood events, see Figure 6. Assessment of resilience of this location to flooding events is required if this is to be a key transit location within the Auckland network.



Figure 5: Plan to show proposed location of Kumeū Bus Station



Figure 6: Flooding of SH16, Kumeū. Source: NZ Herald

KS Submissions received:

9.3 Thirty-one submissions were received relating to Kumeū Station. These submissions raise a number of issues of relevance to urban design which are set out below under key themes of flooding effect on the town centre, active transport, existing NAL, integrated land use and transport planning, interface conditions and extent of corridor.

Flooding effect on the town centre

9.4 Nine submissions relate to flooding and the impact this has on Kumeū Town Centre¹¹. These submitters expressed concern around the location of a RTC and Rapid Transit Station due to the flooding that occurred during the weather events in January-February 2023. Although flood

¹¹ Flooding: 02,04, 05, 07, 13, 16, 18, 25, 26 Town centre: 07, 08, 09, 13, 20, 21, 22, 25

mitigation is not an urban design matter per se, it is of relevance from an urban design perspective as flood mitigation / avoidance may affect urban form.

- 9.5 Submitter 18 raises concern around planning for growth in a town centre in a location that experiences flood events. This submitter refers to an alternative concept plan, prepared by Future Kumeu, and seeks the alternative concept plan be developed into a structure plan. The concept plan relocates the town centre away from the flood plain.
- 9.6 Submissions 20 and 21 express concerns around the viability of the town centre in the long term due to likely requirements in the AUP to address flooding effects. It is the submitters' opinion that the flooding events together with the roading changes proposed should become a catalyst for a wider discussion regarding the zoning of land, urban design for the town centre and how the proposed public works can be integrated to create positive change for the community and mitigate the risks and effects of the flooding hazards¹².
- 9.7 Although I agree that integrated land use and transport planning is important, the NoRs are seeking route protection and are not a mechanism to change land use planning. Land use planning needs to be informed by context, which will include land form, hydrology and the transport designations to ensure integration between land use and transport.

Active Transport

- 9.8 Submission 15 raises concern around the walking and cycling links to Kumeū Station if the ASH (S1) is not constructed first as this will mean that Main Road, Huapai will continue to serve as SH16 for a period of 20 years or more.
- 9.9 Submissions 20 and 21 raise concern around the width of the corridor. The submitters are concerned that this will make it difficult to cross the road and will not feel safe for pedestrians or cyclists crossing the road to use the bus or rail network. The submitters seek more physical route separation at key strategic points. It is unclear if these submissions are specifically referring the Kumeū Station.
- 9.10 It is my opinion that the proposed active mode corridor ensures safe and direct access across Main Road. I do agree with submitter 15 that if the ASH is not constructed first, the town centre will continue to have high traffic volumes due to its dual purpose as a state highway and town centre.

Existing North Auckland Line (NAL)

- 9.11 Submission 6 from Kiwirail seeks to retain the existing footprint of the NAL to future proof the line for the expansion of railway services. Parts of the NAL through Kumeū/Huapai are constrained to a single-track width. KiwiRail wishes to retain and grow NAL capacity. While not necessary in the short-term, provision for double tracking is desirable long-term for rail freight traffic. Of relevance to urban design is that Kiwirail want to ensure that the potential for passenger rail is not precluded. A few submitters (04, 05, 23) express a desire to make use of the existing NAL for passenger rail. From an urban design perspective, I support this and am of the opinion that the active mode corridors will support any development of passenger rail in the future.

Integrated Land Use and Transport Planning

- 9.12 Submitter 18, Price Properties Limited, owners of 329 Main Road raises concern around the lack of integrated planning behind the notices of requirement. The submitter suggests that a structure plan is needed first to provide for integrated planning. An alternative concept plan, prepared by Future Kumeu, is provided in the submission. The submitter seeks this plan to be

¹² Submission 20 and 21, Para 2.8

considered¹³. Although I agree that integrated land use and transport planning is important, the NoRs are seeking route protection and are not a mechanism to change land use planning.

- 9.13 Submitter 8 and 20 also refer to the Future Kumeū Concept Plan.
- 9.14 Submission 25 also raises the issue of the need for structure planning of the area and the integrated nature of all the NoRs,
- 9.15 Submissions 07 and 13 raise concern around private development projects that are underway ahead of infrastructure.

Interface condition

- 9.16 Submission 10 raises concern around the interface condition between the proposed transit station and the submitters site at 11 Tokay Place. Tokay Place is located some 150m from the proposed Kumeū Station therefore will not directly interface the proposed station location.

Extent of corridor

- 9.17 Three submitters are concerned with the extent of widening proposed as part of the designation. This is not solely an urban design issue. However, the take of land also affects the built form and public realm outcomes at the edge of the corridor and therefore I am addressing the submissions that raise issues pertinent to urban design here.
- 9.18 Submissions 26 and 27 by Bowring Properties Group and T A S Ltd, who collectively own the businesses located at 321, 321a, 323 and 325 Main Road, Huapai seek the extent of the designation boundary be reviewed. This is detailed in paragraph 7.12 of this memo as this site is also within NoR S2.
- 9.19 Submission 8 is concerned that the widening of the road will result in a loss of parking spaces and pedestrian access within the town centre, affecting the viability of businesses.
- 9.20 Submission 9 from Kumeū Dental Surgery (located at 88 Main Road) is concerned that extent of the corridor adversely affects existing privately-owned infrastructure, including the Kumeū Village front car park. This issue was discussed in paragraph 7.15 in relation to NoR S3.

10.0 HS: Huapai Rapid Transit Station

- 10.1 The location of the Huapai Rapid Transit Station is considered appropriate from an urban design perspective and the right location to have a station that has provision for a park and ride. The location of this is shown in Figure 7 below.

¹³ Submission 20 and 21, Para 2.8

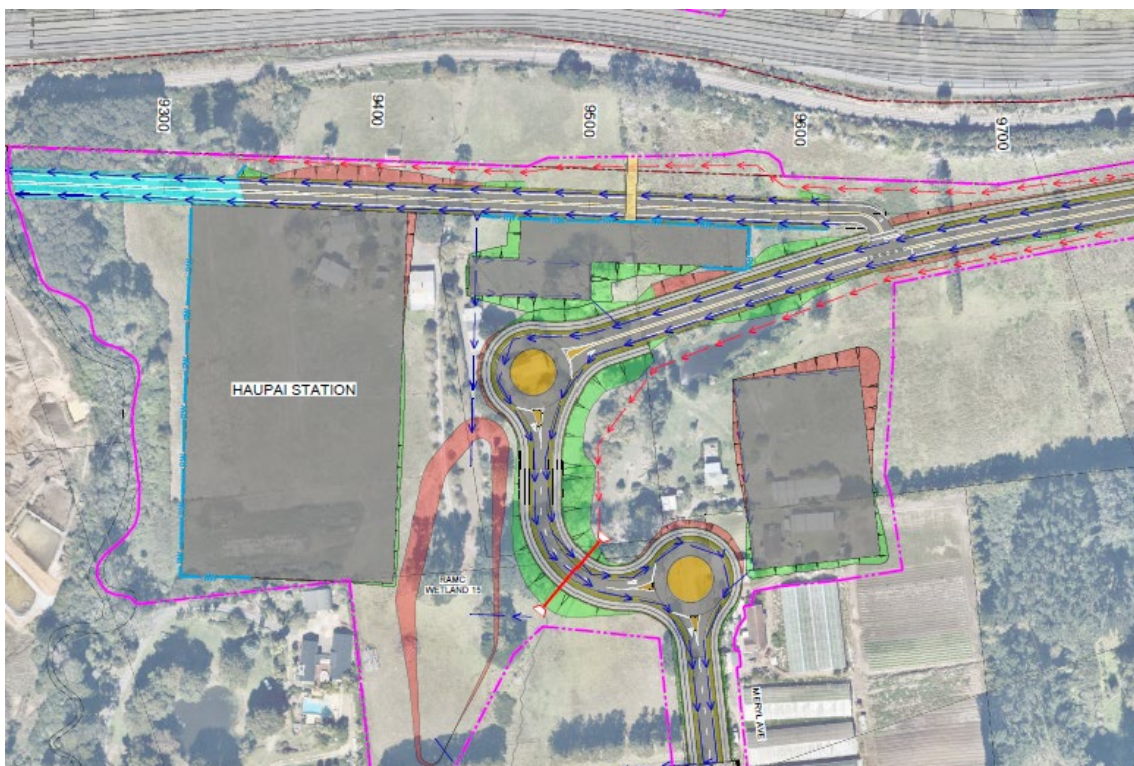


Figure 7: Plan to show the location of Huapai Rapid Transport Station

10.2 I agree with the Urban Design Evaluation that “overall, the proposed Rapid Transit Corridor, Regional Active Mode Corridor and Kumeū and Huapai Rapid Transit Stations configuration is generally supportive of the Design Framework principles”¹⁴. A number of recommendations are made in the urban design evaluation for inclusion within the ULDMP condition, however not all of these recommendations are included in the proposed ULDMP condition¹⁵, such as the following:

- Recognises the transition from rural village to an urban town centre, incorporating RT stations by providing a corridor interface that supports permeable pedestrian access and responds to the changing built form interface and spatial character of adjacent future development.
- Enhances the identity for Kumeū and Huapai including consideration of landscape design drivers related to the Kumeū River, Huapai Recreation Reserve and the Kumeū Showgrounds and the creation of gateway elements at the eastern and western edges of the town.
- Responds to land use and development opportunities associated with the location of the future RTC station between Harikoa Road and John McDonald Road.

10.3 I support the concept of a gateway into Kumeū / Huapai and agree that there is an opportunity to develop more intensively around the Future Transit Stations but given this NoR is for route protection purposes, detailed design of these elements are unable to be addressed at this stage. It is recommended these design aspects are included in the ULDMP condition by amending the wording in condition 12 e (iii) landscape and urban design details and adding the underlined:

- 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;

¹⁴ Te Tupu Ngātahi – Supporting Growth (2022) North West Strategic Urban Design Framework Evaluation, P36

¹⁵ NW Strategic Combined Conditions, Condition 11, P9

- 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
- h. Historic heritage places with reference to the HHMP;
- i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- j. Architectural and landscape treatment to create gateway elements at the eastern and western edges of the town
- k. Approach in response to land use and development opportunities associated with the location of the future RTC station between Harikoa Road and John McDonald Road.

10.4 With the addition of the above, the ULDMP conditions proposed are considered appropriate. This condition addresses the following:

- the interface with adjoining land
- walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections.
- promotion of inclusive access
- promotion of safety through alignment with best practice guidance in relation to Crime Prevention Through Environmental Design and Safety in Design

10.5 Ideally a concept plan, cross sections and perspectives of the Kumeū RTS and Huapai RTS would also be provided but it is noted that this detail may be provided with the Outline Plan of Works. Universal design will be critical to the design of the new Rapid Transit stations (and the walking connections to these stations), thus I support specific wording in the condition around inclusive access but suggest removal of words 'where appropriate'.

HS Submissions received:

10.6 Twenty submissions were received relating to Huapai Station. The key theme of relevance to urban design is the extent of the corridor and the impact this has on existing properties. I note submission 9, from Kiwirail, is the same as submission 6 discussed in the Kumeū Station section of this report.

Extent of corridor

10.7 Submitter 05, Michael Davis Family Trust, seeks the removal of 379 Matua Road from the designation area. The HS general arrangement plan show a small corner of 379 Matua Road within the corridor extent. The submitter notes no work is proposed within this area therefore requests it is removed from the corridor extent.

10.8 Submission 15 relates to S4. This submitter is unclear how the designation will affect their site at Access Road.

10.9 Submitter 16, The Roman Catholic Bishop of the Diocese of Auckland, has concerns around the extent and delineation of the designation in relation to 677 State Highway 16. The proposed designation includes the entire footprint of buildings located near to the road frontage with fill and cut batters either side of the building. The submitter requests the extent of designation along the road frontage excludes the building footprints.

10.10 It is suggested SGA review the extent of the corridor required to minimise land take and reduce the impact on the above submitters.

Location of Huapai Station

10.11 Submitter 10, Future-Kumeu Incorporated, raises concern that the area around the proposed Huapai Station has no existing residential catchment rather is adjacent to FUZ land, none of which has been planned. The submitter is of the view that the number of potential dwellings in the FUZ will determine the need for a station in that location. From an urban design perspective, transport infrastructure is critical to support new residential development areas. Land zoned future urban is highlighting that residential development is anticipated around the proposed Huapai Station, it is therefore a suitable location. I also note this station includes Park and Ride facilities to serve the wider area, which is a positive outcome to encourage commuting via public transport.

11.0 S4: Access Road Upgrade

11.0 S4 concerns the widening of the existing Access Road / Tawa Road corridor from its current width of 20m to accommodate a 30m wide four-lane cross-section. Along the western section of Access Road, a low-speed rural section, the corridor has a rural southern edge (swales, typically 9m wide) with walking and cycling facilities along its northern urban edge. Through the business and industrial area, a generic 30m urban corridor is proposed, including walking and cycling infrastructure along both sides of this eastern section. The upgrade of Access Road will provide separated active mode facilities to connect future residential areas with employment zones, the SH16 Main Road Upgrade, Kumeū Town Centre and RT Station.

11.2 I agree with the conclusion of the urban design evaluation that overall, the proposed Access Road Upgrade is generally supportive of the Design Framework principles.

11.3 No ULDMP condition is proposed for S4 in relation to urban design effects. The urban design evaluation report suggested that the ULDMP should include some project specific outcomes. This is as detailed below.

Develop an urban interface approach within the corridor that:

- Addresses permeability of the corridor for active modes including cross corridor connectivity (mid-block crossings), modal priority and permeable access to destinations such as open spaces and community facilities.
- Access Road / Tawa Road is located on the edge of the Rural Urban Boundary and adjoins the FUZ. At the detailed design stage further consideration should be given to minimising the impact on the established rural identity, form and layout of the southern side of the corridor.
- Responds to the changing built form interface, responds to the spatial character of adjacent development and access between the corridor and adjacent development.
- Further design details will need to be developed to demonstrate safe active mode crossings for a multi-lane roundabout and safe crossing of the NAL.
- The earthworks batters for the proposed upgrade could potentially impact on heritage structure (CHI item 16377) located at 211 Access Road which relates to sheds, railings and gates. Further design refinement is recommended at the next stage to reinstate the fence line.
- Landscape plans that consider recommendations from the landscape and visual, flooding and ecological assessments including street tree and stormwater wetland planting, construction compound and private property reinstatement, treatment of batter slopes. The landscape plans should also demonstrate integration with the Kumeū River. The landscape outcomes should reinforce the wider vegetation patterns of the local landscape and create connections to proposed Greenways and the wider walking and cycling network.

- 11.4 It is recommended a ULDM condition be included for S4 and the matters identified above be included. A separate condition is not required, rather condition 12, with the amended wording suggested in this memo, be applied to NoR S4. It is noted Outline Plans are required by condition 6. These will require the design detail needed to ensure the above matters have been adequately addressed.

S4 Submissions received:

- 11.5 Forty submissions were received in relation to S4: Access Road. The majority of the submissions do not relate to urban design effects given the rural and industrial nature of much of the corridor. One submission is of relevance to urban design (submission 36). The other two submissions outlined below reference other NoRs within the strategic package.
- 11.6 Submitter 36, Boric Family Trust and Milenko Boric Family Trust, owns the property at 993 Waitakere Road, Kumeū. This site is occupied by an industrial / commercial building. The proposed designation requires the north-western corner of the site to accommodate a traffic lane, pedestrian and cycle paths, stormwater management and extensive battering within the site boundary. This will potentially result in the shared access and existing carparking being affected. It is noted this site is also affected by NoR S2. It would be helpful if the project team reconsider how much land is necessary in this location to minimise the negative effect on this properties owner and also work with the landowner at detailed design phase to ensure the design of fill batters will not negatively impact the existing industrial /commercial uses.
- 11.7 Submitter 23, raises concern around loss of sports facilities at both Fred Taylor Park and Huapai Reserve. This relates to NoR S3, refer to 8.6-8.8 of this memo.
- 11.8 Submitter 27, Price Properties Limited, owns 329 Main Road. This submission is the same as NoR KS 18, refer to paragraph 9.5.

12.0 Conclusions and recommendations

- 12.1 As previously stated in this memo, I support the approach and methodology undertaken in the UDE for these NoRs. While this is relatively high level and conceptual at this stage, in my opinion the UDE has appropriately identified the opportunities and outcomes for each NoR that need to be incorporated as the project develops through the design stages. This will ensure appropriate outcomes for safe and attractive urban environments along the full length of the corridor.
- 12.2 Overall, the full length of the route proposed is supported as the most appropriate route from an urban design perspective to safeguard for public transport and active modes. However, I do agree with many of the submitters that further refinements are required to identify the extent of land proposed for widening and/or construction and ongoing operation, maintenance or mitigation of effects of the corridor and new bus stations to ensure that only the land area actually needed is taken.

13.0 Conditions

- 13.1 I have reviewed the proposed conditions that will apply to the NoRs and make the following recommendations based on the above (underlined for additions and strikethrough for deletions):

NoR S1: ASH

- 13.1 Condition 10 requires the inclusion of an urban and landscape design management plan (ULDM). I support this condition in relation to NoR S1.

NoR S2: SH16 Main Road

13.2 Condition 12 requires the inclusion of a ULDMP. This condition covers NoR S2, KS and HS. It is recommended NoRs S3 and S4 also use this condition. The following changes are recommended (underlined):

- (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) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) enable integration of the Project's permanent works into the surrounding landscape, sense of place and urban context; and
 - (ii) ensure that the Project integrates with the existing and proposed active mode network;
 - (iii) ensure that the Project provides for high levels of connectivity, 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.
- (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; ~~and~~
 - (iv) Waka Kotahi Aotearoa Urban Street Guide (2023);
 - (v) Waka Kotahi Integrated Public Transport and Urban Form Guide (tbc);
 - (vi) Auckland's Urban Ngāhere (Forest) Strategy or any subsequent updated version;
 - (vii) Auckland Council's Auckland Design Manual; and
 - (viii) Auckland Council's Transport Emissions Reduction Pathway
- (f) 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), natural environment, landscape character and open space zones (including Fred Taylor Park and Huapai Recreation Reserve);
 - (ii) provides 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 to the immediate neighbourhoods and wider community.

- (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.

(g) The ULDMP(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 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. Retaining walls adjoining pedestrian footpaths shall be low and of a quality finish / material.
 - d. Architectural and landscape treatment of noise barriers;
 - e. Landscape treatment of permanent stormwater control wetlands and swales;
 - f. Integration of passenger transport;
 - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
 - j. Architectural and landscape treatment to create gateway elements at the eastern and western edges of the town;
 - k. Approach in response to land use and development opportunities associated with the location of the future RTC station between Harikoa Road and John McDonald Road.
 - l. Safe and convenient active mode mid- block crossing points are provided to Kumeū Showgrounds.

NoR S3 Rapid Transit Corridor

13.3 NoR S3 Condition 11 requires the inclusion of a ULDMP. As noted above, it is recommended condition 11 be removed and S3 be included in condition 12.

NoR S4 Access Road

13.4 No condition of consent for an ULDMP is included. It is recommended that S4 uses condition 12 outlined above.

Jennifer Esterman

MUrbDes, BPlan, Int. NZPI

Appendix 3I

Lighting Effects Review



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 Smales Farm
 74 Taharoto Rd
 Auckland 0622, New Zealand
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Project: STRATEGIC GROWTH ALLIANCE NW
 LDP Ref: 23-0005-001A
 Subject: LIGHTING EFFECTS
 Organisation: Auckland Council
 Attention: Todd Elder / Jo Hart Date: 14/06/2023
 Email: Todd.elder@aucklandcouncil.govt.nz / jo.hart@aucklandcouncil.govt.nz
 From: John Mckensey Signed: 

As requested, we have considered potential lighting effects from the proposed Notices of Requirement (NoR) in relation to both queries to the applicant through Section 92 queries and submissions received in relation to lighting.

The applicant has advised that lighting will be designed as a permitted activity with respect to the Auckland Unitary Plan provisions. We have no issue with this statement.

SECTION 92

In relation to all NoR's, we queried whether the applicant had considered potential lighting effects to the National Critically Endangered NZ long-tailed bat. In particular, ensuring sufficient separation within the designation from any lighting to bat activity locations to ensure lighting effects are managed to achieve international best practice.

The applicant advised that they could do so and would address any such issues during detailed design.

We recommend a condition as stated below to address this matter.

SUBMISSIONS

We understand that there has been only one submission received commenting on lighting effects. That was supplied by NZDF. While the wording was identical in each case, it was applied to 4 NoR's as follows;

- W1: Trig Road North – submission number 4.1
- W2: Mamari Road – submission number 5.1
- W3: Brigham Creek Road – submission number 5.1
- W4: Spedding Road – submission number 1.1

Their concern was that "Lighting effects on Base Auckland" from new lighting within the proposed transport corridors will also need to be appropriately managed". They sought a condition regarding this and other matters worded as follows:

INDEPENDENT ELECTRICAL & ILLUMINATION ENGINEERS

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"Detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that does not compromise the safe and efficient operation of Base Auckland."

While we agree that such a condition would capture any related lighting concerns, if Council are instead minded to address the various aspects of the NZDF request by separate disciplines, we suggest an alternative condition below to purely address lighting effects.

RECOMMENDED CONDITIONS

Re NoR: All

We propose the following conditions to address effects to the LTB:

xx. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction by a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.

xx. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.

Re NoR: W1, W2, W3 & W4

Accept the NZDF proposed condition. Alternatively, if a separate condition is preferred related only to lighting, we recommend as follows to address effects to the NZDF Auckland Base;

xx. A lighting design shall be prepared that addresses the requirements of the AUP and the New Zealand Defence Force in relation to the NZDF Base Auckland. Provide NZDF confirmation to Auckland Council that they are satisfied with the lighting effects determined by the design.

Appendix 3J

Historic Heritage and Archaeology Effects Review

UPID 00482	Huapai Tavern	301 Main Road, Huapai
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Huapai Tavern, October 2018.
Photograph by Rachel Ford



Huapai Tavern, ca.1920s
Sir George Grey Special Collections 255A-127

a) Historical	Considerable
b) Social	Considerable
c) Mana Whenua	N/A
d) Knowledge	Considerable
e) Technology	N/A
f) Physical attributes	Considerable
g) Aesthetic	N/A
h) Context	Considerable

**The attributes for this table are to be sourced from the AUP schedule 14.1 and supplemented by rollover evaluations of the place in the property file. This is not intended as an evaluation of the place against the criteria.*

STATEMENT OF SIGNIFICANCE

The Huapai Tavern is one of the only surviving 19th century in buildings in Kumeū and has largely maintained its original function for over 140 years. Built prior to the construction of the railway, the hotel was strategically placed by Thomas Deacon and eventually found itself nestled between the main rail and road routes, capitalising on patrons travelling north from Auckland and the small settlement that grew around it. The hotels physical attributes are indicative of early vernacular Victorian architecture from rural New Zealand. While it has lost some of the original features, such as the shingle tiled roof; the steeply pitched gables, verandah and joinery associated with the style remain today. As one of the first commercial buildings on the road between Riverhead and Helensville the hotel was a focal point for the growth of the Kumeū North village. The building offers considerable social values as it continues to serve the community as a gathering place – one that has served timber millers, farmers, gum diggers, fruit growers and suburbanites as the rural community has changed through time.

HISTORICAL SUMMARY

Kumeū overview

The Kumeū and Huapai area has long been a place of movement for people. Prior to European arrival, Māori used the Kumeū River to reach the overland portage that connected

the Kaipara Harbour to the Waitemata, forgoing the need to navigate the often-dangerous coastal waters and harbour entrances.¹ Kumeū itself sits at the southern reaches of the Kumeū River, linking it to Helensville and the Kaipara Harbour in the north and Riverhead to the east on the Waitemata Harbour at the southern end of the portage. According to historian Deborah Dunsford, the word Kumeū can be translated as *Kume* – meaning to pull or drag, and *u* – meaning breast, or a place to rest or eat.²

The wider area has seen various Māori tribes settle, live and utilise the land throughout history. The region of the southern Kaipara and Waitakere provided bountiful resources and the means of travelling safely between the Kaipara and Waitematā Harbours. In the late 1600s Maki from Kawhia and the Ngaiwi people already living in Tamaki came to be known as Te Kawerau a Maki when they ultimately settled throughout southern Kaipara.³ However conquest and intermarriage throughout the early eighteenth century saw Kawerau's hold on the land slip⁴ but not lost completely.⁵

By 1840, various hapu including Te Tao Ū, Ngāti Whātua Tūturu, Ngāti Rango, the people of Puatahi (Ngāti Hine) and other related groups were known collectively as Ngāti Whātua o Kaipara and occupied the land throughout Mahurangi, Kaipara and Tāmaki.⁶ It was Ngāti Whātua o Kaipara who was ultimately recognised by the Crown and Native Land Court in the 19th century as having ahi ka in the region – however it is important to note that other tribes also have strong and lasting connections to the land. Te Kawerau a Maki whose korero regarding the 'conquest' of the Southern Kaipara region differs somewhat to that of the more widely accepted history, in particular that around which areas were won in battle and which were resolved peacefully, an important distinction in retaining the connection to the land for Te Kawerau a Maki.⁷

After the Treaty of Waitangi, the Crown worked closely with Ngāti Whatua and were looking at opening the land in Kaipara for settlement. The Kumeū Valley does not appear to be affected by the issues surrounding the pre-emption waiver of the mid 1840s which affected other parts of the district,⁸ and the land went to the Native Land Court in the 1860s to enable a mechanism for Pākehā to buy directly from Māori. In the 1850s most of the Kumeū Valley – including the Taupaki, Turakiwatea, Te Ihumatao, Kahukuri and Waikoukou blocks - was still in Māori ownership and in the early 1860s the Native Land Court appointed up to ten trustees to each block, which were then sold to settlers between 1868 and 1890.⁹

Throughout the 1860s and 1870s Pākehā settlers within the region began to petition, or directly request,¹⁰ central and provincial government to improve the transport route north as

¹ Dunsford, D. (2002). *Doing it themselves. The story of Kumeū, Huapai and Taupaki*. Albany: Publishing Press (p. 16)

² Dunsford (p. 16)

³ Murdoch, G. (2000) *Te Kawerau a Maki and the Crown in Kaipara. A Traditional/Historical Report*. Unpublished Evidence for Treaty Claim Wai 470

⁴ Ngāti Whātua o Kaipara Claims Settlement Act 2013

<http://www.legislation.govt.nz/act/public/2013/0037/15.0/DLM4653012.html>. Accessed 02/10/2019

⁵ Murdoch (2000) (p. 33-45)

⁶ Ngāti Whātua o Kaipara Claims Settlement Act 2013

⁷ Murdoch (2000) (p. 33-45)

⁸ Dunsford (p. 19-20); Ngāti Whātua o Kaipara Claims Settlement Act 2013

⁹ Dunsford (p. 24-25)

¹⁰ Madden, I.B (1966) *Riverhead. The Kaipara Gateway*. Auckland: The Riverhead Jubilee Association Inc. (p. 130)

the existing road was often in such a state that travel was regularly impossible.¹¹ In 1871 following a full attendance hui, Ngāti Whatua confirmed a previous 1866 promise to gift land between Riverhead and Helensville for improving transport and communication, with the tribe hoping to see the promised benefits of such improvements north – this land was to become the route for the railway.¹²

Whilst various schemes were proposed, including updating the existing road, to the more ambitious construction of a canal,¹³ rail was chosen as the best option and construction began at Harkins Point, Riverhead in August 1871.¹⁴ Over four years later, on the 28th of October 1875, after difficult construction across bare country and swamp land¹⁵, the first run from Riverhead to Helensville was made.¹⁶ Only six years later in 1881 the western line from the city was connected to the line south of Kumeū, severing the link to Riverhead.¹⁷

During the time settlers were pushing for improved transport options, the primary industry in the area was Kauri felling, which had taken place in the Kumeū and Waimauku area from the 1860s.¹⁸ As the land was cleared of bush the gum diggers followed, both those seeking a sole source of income and farmers supplementing their own after clearing the land.¹⁹ The influx of gum diggers along with the early settlers meant opportunities for the likes of Thomas Deacon, who already had a hotel and store at Riverhead, to expand north. In addition to the Kumeū Hotel, Deacon also managed several other establishments, including the Kumeū gum digging camp, a store and post office, a butchery, bakery and blacksmith's in what was then known as Kumeū North.²⁰

Farming followed the clearing of the land, with families living alongside the gum diggers during the later years of the 19th century. This began with sheep farming before a small amount of dairying became practical.²¹

A few apple orchards placed alongside the railway around 1914 led the way for a new suburb to arise in what was once known as Kumeū North.²² In 1915 land was advertised to prospective buyers for fruit growing in the new district dubbed *Huapai* – meaning 'good fruit'²³. From here horticulture took off in the region around the small suburb, from the market gardeners, still toiling the soil today²⁴ to vineyards, including award winning, spread across the north-west region.²⁵

¹¹ Dunsford (p. 29-30)

¹² Dunsford (p. 30); Ngāti Whātua o Kaipara Claims Settlement Act 2013

¹³ Madden (p. 128-129)

¹⁴ Madden (p. 133)

¹⁵ Madden (p. 133)

¹⁶ Dunsford (p. 32); Opening of the Kaipara Railway (1975, October 29) *Daily Southern Cross*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/DSC18751029.2.18>

¹⁷ Madden (p. 136)

¹⁸ Dunsford (p. 42-44)

¹⁹ Dunsford (p. 44)

²⁰ Dunsford (p. 47)

²¹ Dunsford (p. 51)

²² Madden (p. 168)

²³ Dunsford (p. 59); Madden (p. 168); Figure 2

²⁴ Lam, R and Lee, L (2012). *Sons of the Soil: Chinese Market Gardeners in New Zealand*. Pukekohe: Dominion Federation of New Zealand Chinese Commercial Growers Inc, (p. 400-401, 419, 430)

²⁵ Dunsford (p. 244-251); Thomson, J (2012). *The Wild Bunch*. Auckland: New Holland Publishers (NZ) Ltd (p. 75-80)

Planned growth from the mid-century is evident in subdivision plans from the late 1950s to 1970s²⁶ and by the 1970s the addition of commercial, business and residential growth in Kumeū and Huapai had resulted in the integration of the two villages.²⁷

The Huapai Tavern

The Huapai Tavern, also known in the past as the Kumeū Hotel, White Horse Hotel, Matua Hotel and Huapai Hotel, was part of the commercial enterprise that Thomas Deacon had built in Auckland's north west during the mid to late 19th century. From his original hotel at Riverhead, Deacon capitalised on the location of the portage road and the proposed railway route by purchasing adjacent land since 1869²⁸. Part of this was the purchase of the Ihumatao Block.²⁹

The Ihumatao Block was included in an August 1868 Crown Grant to Ngāti Whatua trustees Wiremu Watene Tautari Ratu, Hori Wiriata Waipapa, Pera Tari, Ngapera Parenga, Paurira Patu and Te Hakuene.³⁰ Thomas Deacon purchased the Ihumatao Block from the Ngāti Whatua trustees on the 4th of May 1872.³¹ Although named, Te Hakuene did not sign the deed/document – resulting in a later 1914 claim by his son which was ultimately dismissed.³²

It was on the north east corner of the Ihumatao Block in Kumeū North, centred between the road and proposed railway, that Deacon situated the Kumeū Hotel. Built in the early 1870s by builder Johnny Jackson,³³ the hotel is indicative of early vernacular Victorian architecture in rural New Zealand, which is evidenced through the steeply pitched roofs, the verandah, joinery and original shingle tiled roof.³⁴ The architect, if there was one, is unknown.

No records have been located to establish the design or size of the original hotel. Early plans show building footprints; however, these differ throughout time and it is unclear if these indicate changes to the hotel or served only to mark its location on the map. The 1883 Public Works Department plan³⁵ shows the footprint of the hotel in a different orientation to the later 1893 Survey office plan 4495,³⁶ the latter of which appears to be more accurate when placed against aerial photos.

The 1893 footprint shows what is likely the double gabled two-story building that remains today and at least one of the single-story buildings on the eastern extension. Due to the

²⁶ DP 36897; DP 45401; DP 53240; DP 57845

²⁷ Dunsford (p. 256)

²⁸ Dunsford (p. 33)

²⁹ Crown Grant 203A – accessed via Record Number 5658 (1913-1914), Archives NZ – *Deacon, Thomas William (the elder) of Riverhead – Te Ihumatao, Te Ihumatao Nos 1, 28, 3 and Turakiawatea Blocks*; Figure 3

³⁰ Crown Grant 203A – accessed via Record Number 5658 (1913-1914), Archives NZ – *Deacon, Thomas William (the elder) of Riverhead – Te Ihumatao, Te Ihumatao Nos 1, 28, 3 and Turakiawatea Blocks*

³¹ Record Number 5658 (1913-1914), Archives NZ – *Deacon, Thomas William (the elder) of Riverhead – Te Ihumatao, Te Ihumatao Nos 1, 28, 3 and Turakiawatea Blocks*

³² Record Number 5658 (1913-1914), Archives NZ – *Deacon, Thomas William (the elder) of Riverhead – Te Ihumatao, Te Ihumatao Nos 1, 28, 3 and Turakiawatea Blocks*

³³ Dunsford (p. 73)

³⁴ Licencing (1909, September 3) *Auckland Star*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/AS19090903.2.11>

³⁵ Figure 5

³⁶ Figure 6

difference in the size of the buildings and the height and pitch of the two gables it is probable that the hotel was first built as a single gabled structure which was added to later.

The construction date of the hotel is also unclear; however, the earliest liquor licence was applied for in 1872 when the application for a 'new house' known as the White Horse Hotel in Kumeū was declined after the inspector was questioned whether the house was on the railway line. His answer in the negative (the railway was under construction at the time) may have been in error, but nonetheless caused the first licence application for the hotel to be refused.³⁷ An 1873 article, updating the public on the progress of the Kaipara Railway also notes the presence of Deacons hotel as one of two already built on the line, ready for its completion.³⁸

Further licences for the hotel were held by Thomas Deacon's sons - first Arthur Deacon for the White Horse Hotel in 1874³⁹ and 'Hotel' in 1877⁴⁰ and then by Thomas Deacon Junior from 1882.⁴¹ At this point the hotel appears to be consistently referred to as the White Horse Hotel and this name was retained until at least 1915⁴² after James Griffin – Thomas Deacons son in law⁴³ - renamed the premises Matua Hotel.⁴⁴

During the late 19th and early 20th century the hotel was a popular gathering spot for gum diggers seeking a place away from the back-breaking work of the gum fields to socialise with their peers. While the hotel offered the space and the social lubricant of alcohol for the men to form friendships and camaraderie alongside their work, by the 1890s the hotel had also formed a reputation as being unsafe, with brawls and knifings reported.⁴⁵

James Griffin's run at the hotel began in 1910⁴⁶ after Thomas W Deacon was charged with having permitted drunkenness on his premises and was unlikely to be endorsed for a new license.⁴⁷ Griffin's time however coincided with the retreat of gum diggers in the region which were thought to be the hotels primary custom at the time.⁴⁸ Likely due in part to this decline

³⁷ Licensing Meeting (1872, April 17) *Daily Southern Cross*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/DSC18720417.2.19>

³⁸ The Kaipara Railway Progress of the Works (1873, February 13) *Daily Southern Cross*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/DSC18730213.2.32>

³⁹ Spectemur Agendo (1874, November 18) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/NZH18741118.2.12>

⁴⁰ Kaipara District Licensing Court of Commissioners (1877, June 6) *Auckland Star*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/AS18770606.2.25>

⁴¹ Helensville Licensing Court (1882, 8 June) *Auckland Star*. Retrieved from <https://paperspast.natlib.govt.nz/newspapers/AS18820608.2.27.2>

⁴² Situations Vacant (1915, December 21) *Auckland Star*. Retrieved from <https://paperspast.natlib.govt.nz/newspapers/AS19151221.2.3.7>

⁴³ Licensing Committees (1910, March 5) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/NZH19100305.2.89>

⁴⁴ Madden (p. 104)

⁴⁵ Dunsford (p. 48); Stabbing case at Kumeū (1909, June 29) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/AS19090629.2.8>

⁴⁶ Waitemata Licensing Committee (1910, June 11) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/NZH19100611.2.14>

⁴⁷ A Licensee Convicted (1909, October 30) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/NZH19091030.2.11>

⁴⁸ Bankrupt Hotelkeeper (1917, July 14) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/NZH19170714.2.74>

in business, Griffin filed for bankruptcy in 1917⁴⁹ and in 1920 transferred the license to Hayward Charles Subritzky.⁵⁰

The Ihumatao block, owned by the Deacon family since 1872, was sold off piecemeal between 1914 and 1924.⁵¹ The Deacon family continued to own the Hotel until July 1924, when Sarah Griffin (nee Deacon) sold the now smaller parcel to Alexander Burr.⁵²

Alexander Burr was remembered as a notable figure in the district for over 20 years, always formally dressed, with a chain and watch across his suit, waxed moustache and a penchant for Scottish Whiskey.⁵³ It was during the summer after Burr's purchase when local schools did not reopen after the holidays due to the recurring polio epidemic.⁵⁴ In Huapai, school children came one by one to receive and hand in their schoolwork to a teacher boarding at the Hotel.⁵⁵

With an eye for additional business in the 1930s, Burr set up a door to door passenger service from Auckland to Huapai, hoping to capitalise on the irregular times of the train.⁵⁶ The nine-seater car was a welcome convenience to patrons, offering a service from your gate to Queen Street, without the need to walk to the train station at either end of the route. The journey however was not always as straight forward – with Burr often reported to be reckless and fast, with alcohol likely to be a mitigating factor in many trips.⁵⁷

Burr's tenure as publican saw Huapai Tavern through to the mid-20th century and without the gum digging trade of the late 19th and early 20th century, the hotel relied heavily on patrons passing through Huapai on their way north or to Muriwai where, in addition to a day out, the New Zealand motor racing cup was held from the 1920s.⁵⁸

Burr handed the keys over to Lee Edward White in 1958 who took the hotel through its period of greatest development. Though the greatest population growth didn't hit Huapai until the 1970s,⁵⁹ plans had been drawn up since the mid-1950s⁶⁰ with titles for lots being issued from the 1960s.⁶¹ Moving with this growth, White expanded the hotel to accommodate additional patrons in the early 1950s and again in the 1960s – adding almost 300m² to the existing floor space.

A series of hoteliers, breweries and companies round up the ownership of the hotel in the late 20th century and into the early 21st. The 1980s saw primarily internal modifications to

⁴⁹ Bankrupt Hotelkeeper (1917, July 14) *New Zealand Herald*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/NZH19170714.2.74>

⁵⁰ Page 10 Advertisements Column 4 (1920, May 11) *Auckland Star*. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/AS19200511.2.116.4>

⁵¹ Certificate of title NA223/182

⁵² Certificate of title NA324/141

⁵³ Dunsford, (p. 134)

⁵⁴ Dunsford, (p. 88)

⁵⁵ Dunsford, (p. 88)

⁵⁶ Dunsford (p. 132)

⁵⁷ Dunsford (p. 132)

⁵⁸ Dunsford (p. 114)

⁵⁹ Dunsford (p. 255)

⁶⁰ DP 36897; DP 45401; DP 53240; DP 57845

⁶¹ Certificates of title NA1956/11; NA1D/114; NA5A/613; NA11D/143; NA22D/122

the hotel, while the 1990s focused on recovery from a 1993 fire, which destroyed just under half of the premises,⁶² including most of the mid-century expansion undertaken by White.

Physical features

The hotel is an example of Victorian vernacular architecture seen in rural buildings of the late 19th century. The steeply pitched, double gabled two-story hotel is simply constructed from timber with a corrugated iron roof and clad in weatherboard with boxed corners. The iron roof is not original, with one report from 1909 recommending the shingle roof be repaired.⁶³ The roof had been replaced with iron by 1920.

The small cottage on the eastern elevation, present on the 1893 plan, retains its original brick chimney.

There is a single-story cinder block extension at the rear of the property – now visible from the road after the 1993 fire.

Additions and alterations

Using a combination of aerial photos, historic oblique photos, and consent information an attempt has been made below to summarise the exterior changes to the building. Figure 1 visualises these changes.

Though it is possible the earliest iteration of the hotel was a single gabled structure in a different orientation, both the 1883 the 1893 plans indicates a double gabled width.⁶⁴ The 1893 footprint appears to largely remain unchanged by 1913.⁶⁵ By the 1920s two additional buildings are present – one to the north-west (possibly detached) and another along the single-story eastern elevation.⁶⁶ The structure to the north-west of the original footprint was likely added to along the north, east and southern elevations between 1920 and 1940 – these works included adding a second gable roofed building running parallel to the existing one.⁶⁷ Extensions were completed to the north of these additions between 1950⁶⁸ and 1955 as well as three west facing additions that extended from this structure.⁶⁹

It is unclear when the addition to the railway side of the hotel on the southern elevation that is visible in the 1940s aerial photo was completed (this extension is also made larger over time). An additional western facing extension off this rear addition was present by the 1960s and appears to have been removed with the 1974 wholesale store addition.⁷⁰

Prior to the 1960s there were three brick chimneys – two from the main hotel and one from the eastern single-story wing. Between 1963 and 1966 one of the central chimneys had

⁶² Dunsford (p. 262); Figure 17

⁶³ Licencing (1909, September 3) Auckland Star. Retrieved from: <https://paperspast.natlib.govt.nz/newspapers/AS19090903.2.11>

⁶⁴ SO 4995(1); Figure 6

⁶⁵ DP 8984; Figure 7

⁶⁶ Figure 8

⁶⁷ Figure 9; Figure 10

⁶⁸ Figure 11

⁶⁹ Figure 12

⁷⁰ Figure 13; Figure 15; Figure 17

come down, with the second no longer present in 1979. The single remaining chimney is still present on the eastern elevation of the single-story wing.

In 1963 consent was applied for a new building that extended from the 1950s additions on the eastern elevation and to the north of the original building.⁷¹ Another consent was applied for in 1974 to add a wholesale store to the south and west of the property.⁷²

Consent was applied for in 1993 and 1994 to demolish the damaged section of the hotel and rebuild after the fire.⁷³ It is unclear from the available information how much of the extant building was damaged in the fire, but due to the location of the early 20th century additions it is clear a portion of the north-west corner of the existing building would have been replaced after the event. None of the additions that were destroyed in the fire have been rebuilt.

Author: Rachel Ford, Heritage Information Advisor, October 2019

⁷¹ BPA 4763; Figure 14

⁷² BPA 27735; Figure 16; Figure 17

⁷³ Figure 18

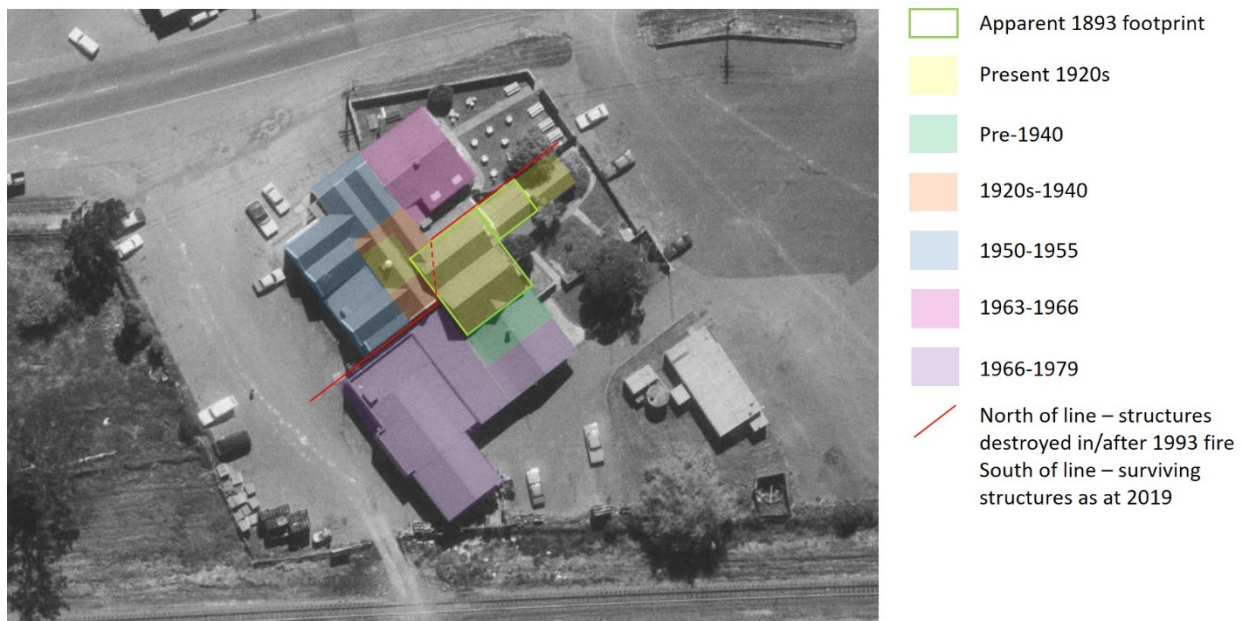


Figure 1: Plan showing additions and losses of the Huapai Tavern over time – sourced from consent plans and historical and aerial photos. Base aerial 1979 Crown_5484_E_5 (Accessed via Auckland Council files)

Dates	Alteration/change
1920s-1940	Additions and extension of north west structure from 1920s photograph Addition to the southern elevation of 1893 footprint
1950-1955	Extension of north west double gabled addition – to the north and west
1960	Consent application for tanks and cool room (interior of pre 1940 southern elevation addition)
1962	Consent application for garage demolition (detached building)
1963-1966	Northern addition to the hotel (consent applied for in 1963) – on the eastern elevation of the 1950s alterations.
1972	Consent application for internal alterations
1974	Consent applied for wholesale store to the west of the earlier southern addition. Complete by 1979
1980	Consent application for internal alterations
1981	Consent application for retail sales building
1982	Consent application for internal alterations
1990	Consent application to demolish shed and canopy (off the 1974 addition)
1993	Fire destroys pre-1940s, 1950s and 1960s additions – all to the north and northwest of the 1893 footprint.
1993	Consent application to demolish section of hotel after the fire
1994	Consent application to rebuild after the fire
2005	Consent application for kitchen alterations

Table 1: Chronology of known additions and alterations (exterior and interior) to the Huapai Tavern. The interior of the tavern has not been assessed, so it is unclear if the consent applications for interior changes were completed.

HUAPAI ESTATE

AUCKLAND'S SUBURBAN FRUIT COLONY.



GRAY & COCKROFT,
Smeeton's Buildings, AUCKLAND,
AGENTS.

HARRISON & GRIERSON,
Surveyors,
201 Victoria Arcade, Auckland.

Scale: 15 chains to 1 inch.

Figure 2: Huapai Estate Map ca.1920. Sir George Grey Special Collections, NZ Map 6360

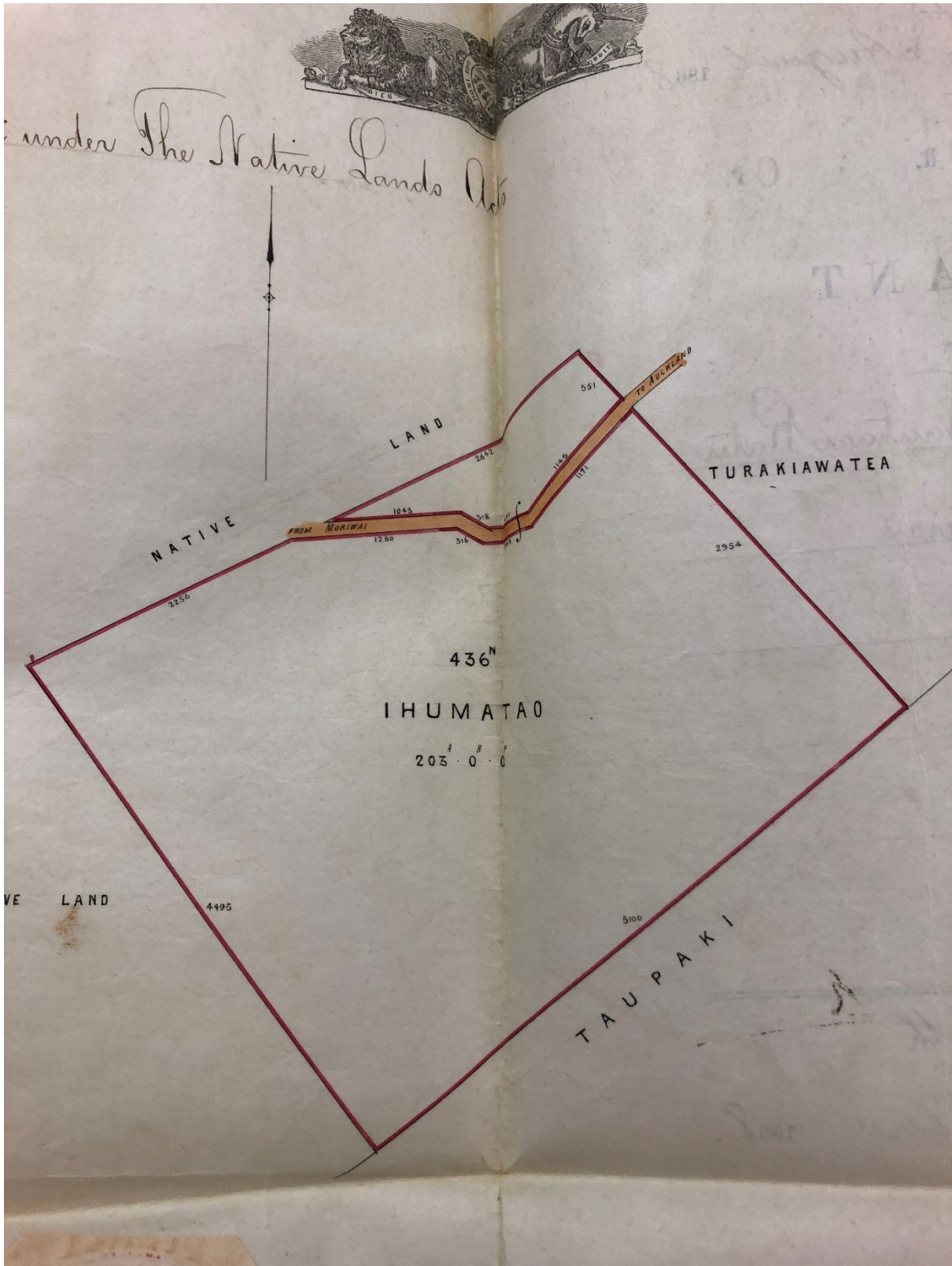


Figure 3: Ihumatao Block – Plan from Crown Grant 31/08/1868 - accessed via Record Number 5658 (1913-1914), Archives NZ

Alternative Reco

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen:
 TO ALL to whom these Presents shall come; Greeting:

Know Ye that for good considerations Us thereunto moving, We, for Us, our Heirs and Successors, do hereby Grant unto Miremu Matene Santari Ratu, Hori Miniata Wairopapa, Pera Jari, Koperapa, Parenga, Parira Patu and Te Hākarene their Heirs and Assigns, All those Parcels of Land in our Province of Auckland in our Colony of NEW ZEALAND, containing by admeasurement Two hundred and three (203) acres more or less situate at Kaipara in the District of Kaipara County of Eden being called or known by the name of "Ihumatao" and numbered Four hundred and thirty six (436ⁿ) one piece being bounded towards the North East by the Tawhakaratea Block Five hundred and fifty one (551) links towards the South East by the Public road from Muriswai to Auckland One thousand one hundred and forty five (1145) links towards the South by the road aforesaid Four hundred and seventy one (471) links Three hundred and eighteen (318) links and One thousand and forty three (1043) links and towards the North West by a line Two thousand six hundred and forty two (2642) links The other piece being bounded towards the North by the said road One thousand two hundred and eighty (1280) links Three hundred and sixteen (316) links Five hundred and forty nine (549) links and One thousand one hundred and seventy one (1171) links towards the North East by a line Two thousand nine hundred and fifty four (2954) links towards the South East by the Tawhakaratea Block Five thousand one hundred (5100) links towards the South West by a line Four thousand four hundred and ninety five (4495) links and towards the North West by a line Two thousand two hundred and fifty six (2256) links

As the same are delineated on the Plan drawn in the margin hereof, WITH all the Rights and Appurtenances thereto belonging: To hold unto the said Miremu Matene Santari Ratu, Hori Miniata Wairopapa, Pera Jari, Koperapa, Parenga, Parira Patu, and Te Hākarene their Heirs and Assigns for ever as from the second day of March One thousand eight hundred and sixty eight.

Heirs and Assigns for ever

In Testimony whereof We have caused this our GRANT to be sealed with the Seal of our Colony of NEW ZEALAND.

Witness our Trusty and Well-beloved Sir GEORGE FERGUSON BOWEN, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over the Colony of NEW ZEALAND, at Wellington this *Thirty first* day of *August* in the *Thirty Second* year of our Reign, and in the year of our Lord One thousand eight hundred and *sixty eight*

No. 9833
 Reg. A, 58

S. J. Bowen

Figure 4: Ihumatao Block, Crown Grant 31/08/1868 - accessed via Record Number 5658 (1913-1914), Archives NZ

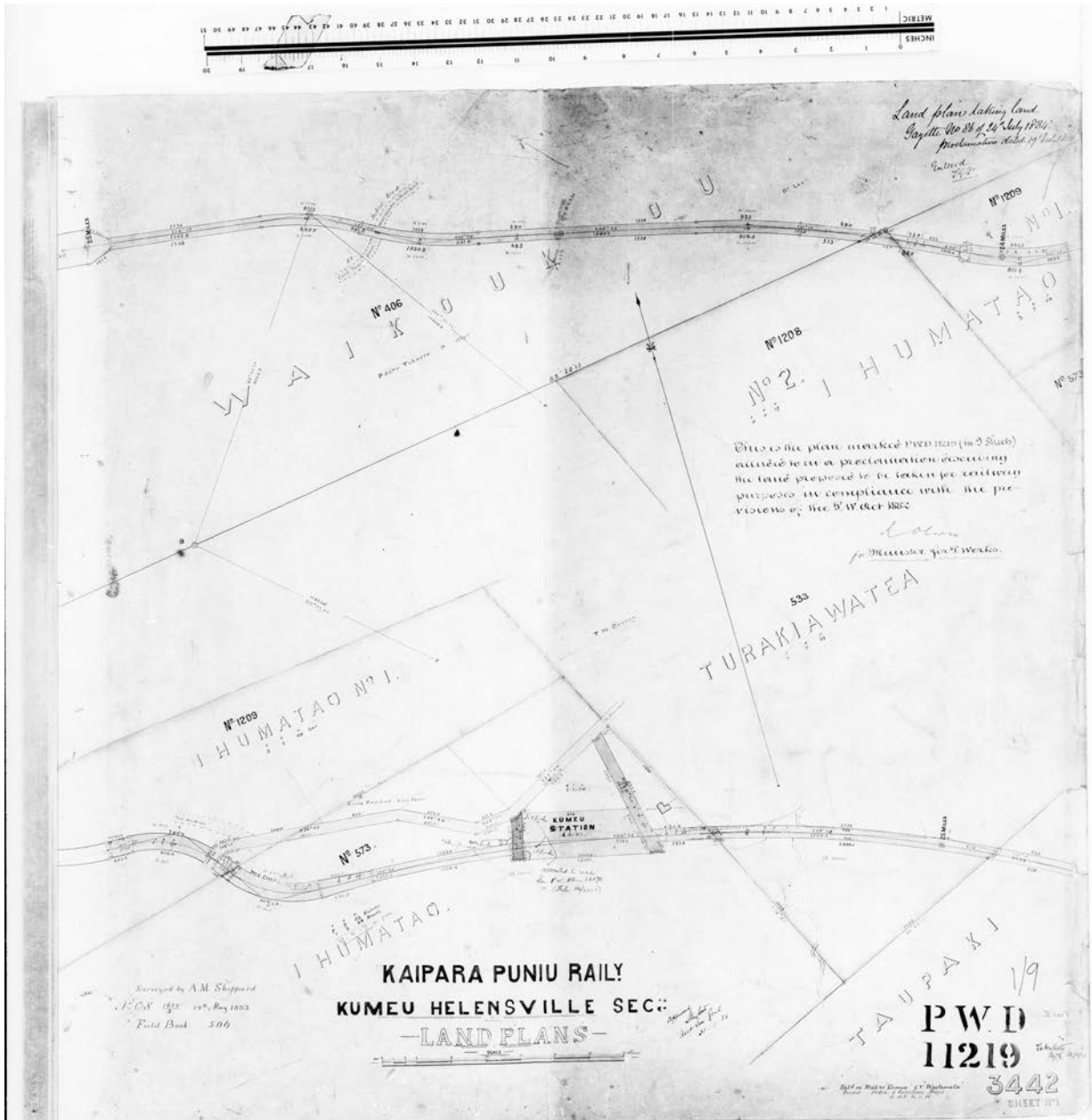


Figure 5: Public Works Plan 11219 showing the Kumeu Hotel adjacent to the Kumeu Station

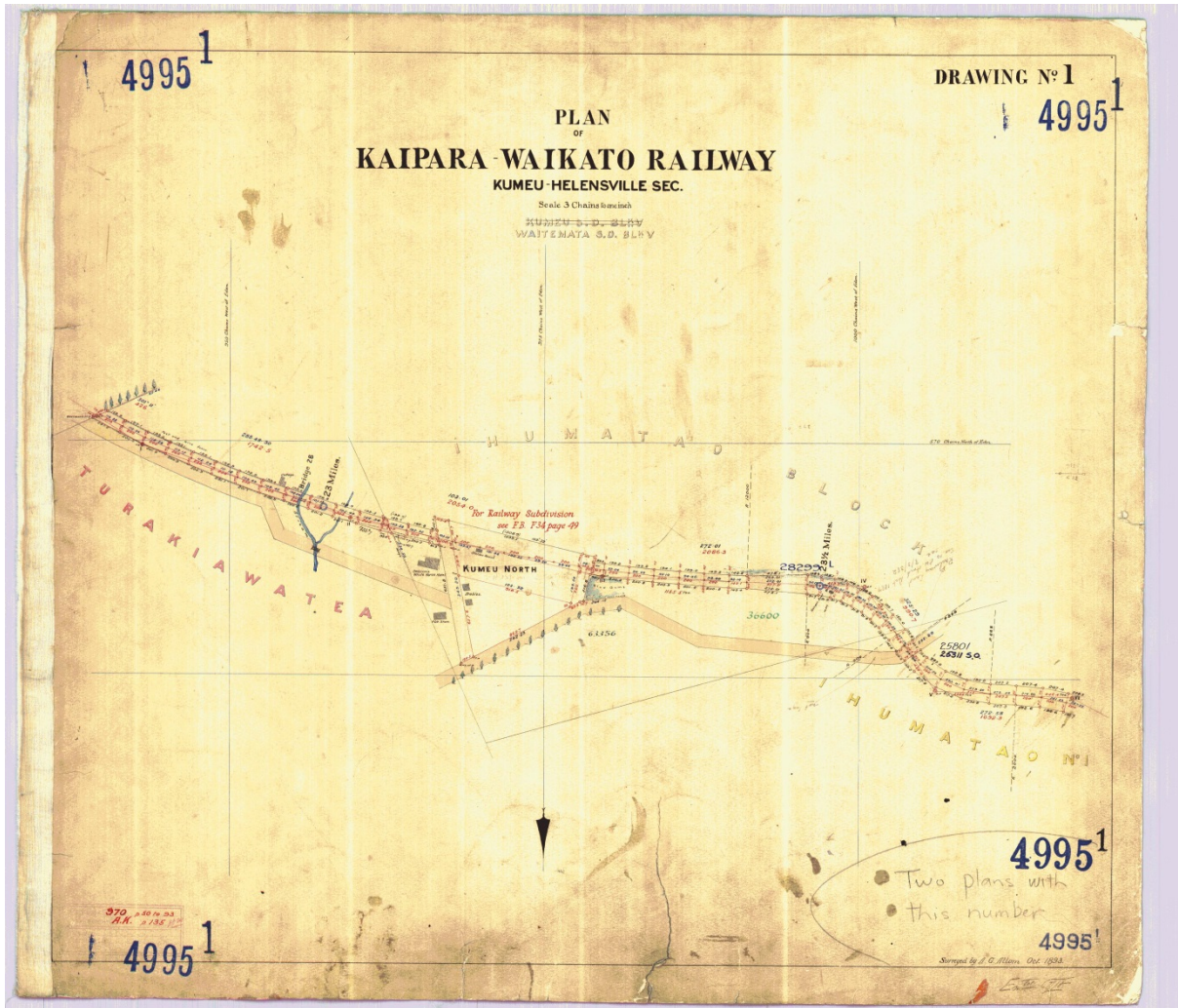


Figure 6: SO 4995(1) - Kaipara to Waikato Railway 1893 (note: North direction has been inverted)

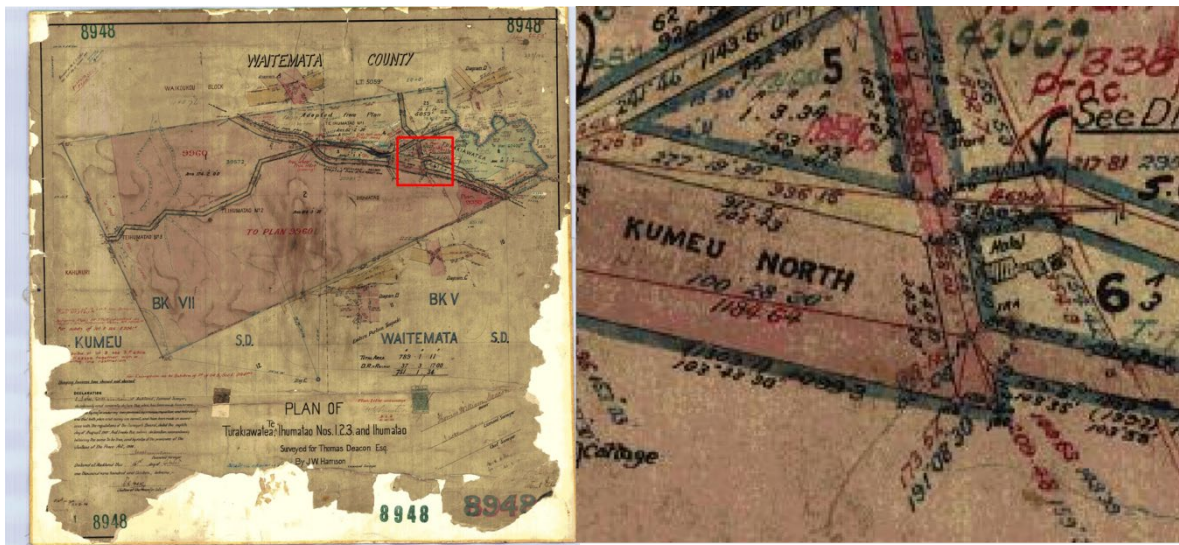


Figure 7: DP 8948 - 1913 - showing the rail route north. The inset on the right shows the Kumeū North station site adjacent to the Huapai Hotel.



Figure 8: Car rally at the Huapai Tavern ca. 1920s. The small building in the front right is no longer present – either replaced during later alterations or destroyed in the 1993 fire. Sir George Grey Special Collections, Auckland Libraries, 225A_127



Figure 9: Section of 1940 aerial photo. Crown_143_91_15. Accessed via Auckland Council files



Figure 10: 1940 photo showing post 1920 additions. Sir George Grey Special Collections, Auckland Libraries 255A-24-02



Figure 11: Section of 1950 aerial photo. Crown_583_1913_16. Accessed via Auckland Council files



Figure 12: Detail from Whites Aviation Oblique Aerial (1955) - Huapai, Rodney District, Auckland. Ref: WA-37856-F. Alexander Turnbull Library, Wellington, New Zealand. /records/23526911



Figure 13: Detail from Whites Aviation Oblique Aerial (1963) - Huapai, near Kumeū. Ref: WA-60411-F. Alexander Turnbull Library, Wellington, New Zealand. /records/22686459

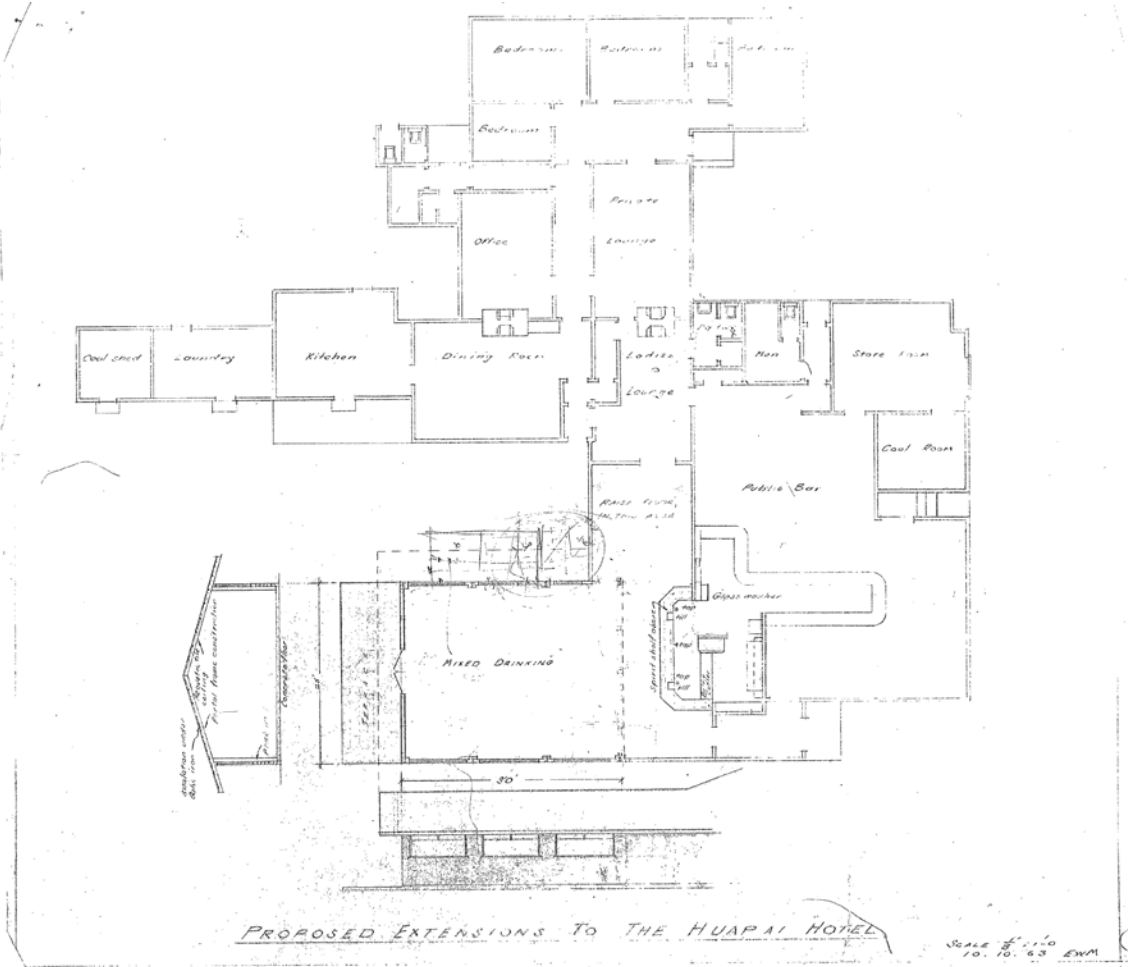


Figure 14: Proposed extension to the Huapai Hotel (1963). Building permit application, BPA 4763.



Figure 15: Section of 1966 aerial photo. Crown_1886_E_10. Accessed via Auckland Council files

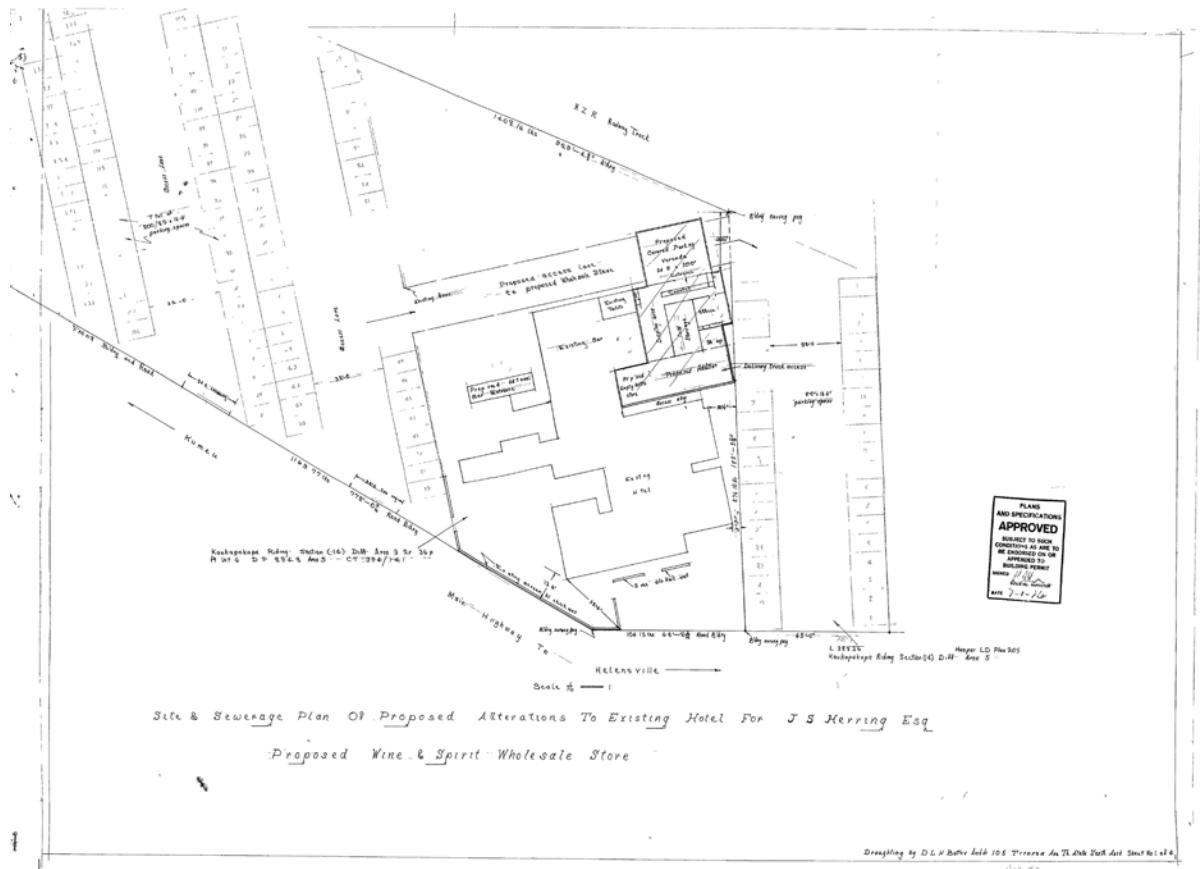


Figure 16: Proposed addition of Wholesale Store (1974). Building permit application, BPA 27735. Accessed via Auckland Council files.



Figure 17: Section of 1979 aerial photo. Crown_5485_E_5. Accessed via Auckland Council files

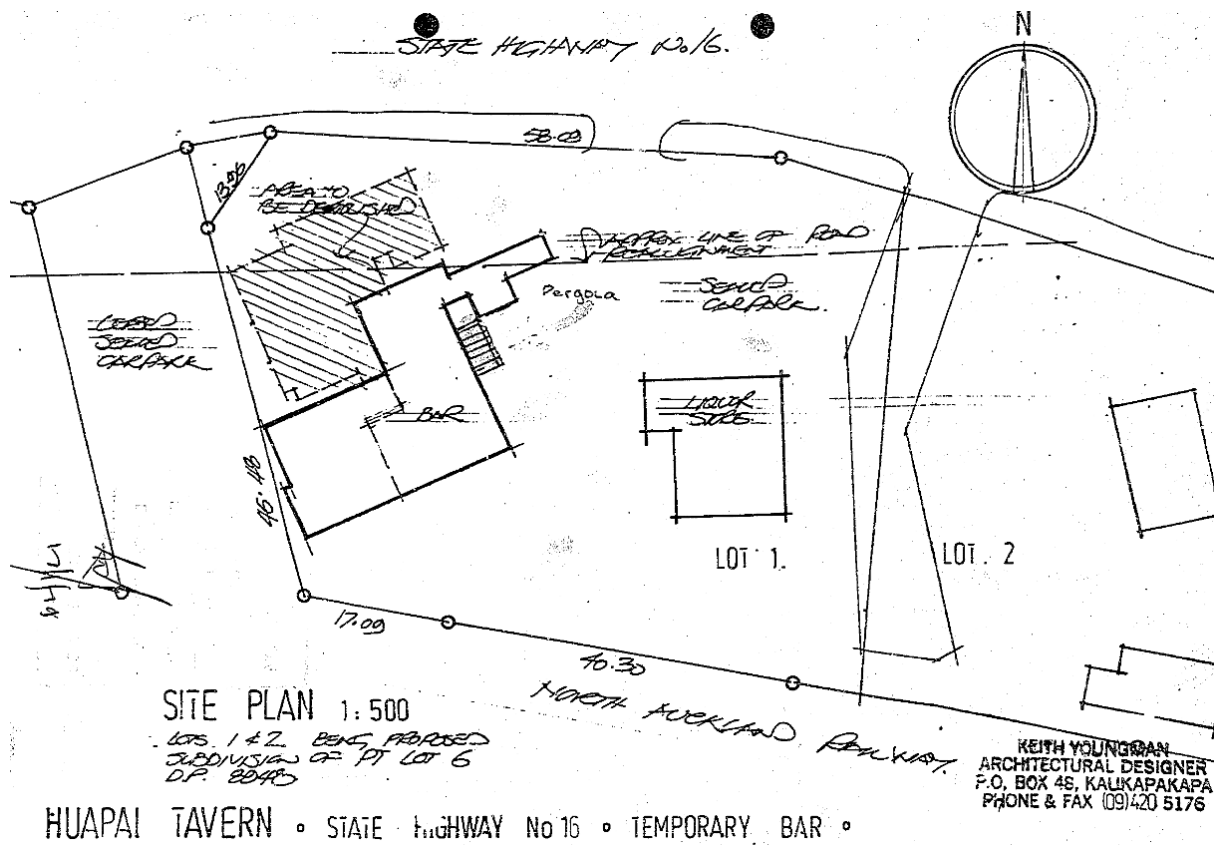


Figure 18: Plan from resource consent application showing the area to be demolished after the 1993 fire. Rodney District Council (1993) Building Consent to Demolish fire damaged structures – Building Consent 930586.



Figure 19: Huapai Tavern north and west elevation with 1970s addition to the right. Photo: Rachel Ford (31/10/2018)



Figure 20: Huapai Tavern east elevation showing single surviving chimney (centre). Photo: Rachel Ford (31/10/20108)



Figure 21: Huapai Tavern eastern elevation. Photo: Rachel Ford (31/10/2018)



Figure 22: Huapai Tavern south elevation. Photo: Rachel Ford (31/10/2018)



Figure 23: Huapai Tavern north elevation. Photo: Rachel Ford (31/10/2018)



Figure 24: Huapai Tavern west elevation (1970s addition). Photo: Rachel Ford (31/10/2048)

Disclaimer: This is a desk-top review. The information available is not exhaustive and additional research may yield new information about the place.

This review does not include an assessment of archaeological values or an assessment of the importance of the place to Mana Whenua. This review does not include a structural evaluation or condition report.

The images used in this report are for research purposes only and must not be reproduced without the permission of the copyright holder.

To: Todd Elder, Senior Policy Planner
From: Dan Windwood, Senior Built Heritage Specialist

Subject: Supporting Growth Alliance – North West Strategic– Built Heritage Assessment

1.0 Introduction

1.1 I have undertaken a review of the Strategic/Local/HIF Notices of Requirements lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to built heritage effects.

1.2 I am a Senior Built Heritage Specialist in the Built Heritage Implementation Team in the Heritage Unit at Auckland Council. I have held this post since August 2018. In this role I provide professional specialist advice on development affecting scheduled historic heritage places relating to built heritage and special character.

1.3 I hold a Bachelor of Arts (Honours) degree in Archaeology (International) from the University of Leicester in the United Kingdom, graduating in 2004. I specialised in landscape archaeology and studies of historic buildings, including historical industrial sites and landscapes, with a focus on the last two hundred years. As part of my degree, I spent a year studying historical archaeology and cultural heritage management at Flinders University of South Australia, Adelaide. In 2005 I graduated with a Master of Arts degree in Landscape Studies from the University of Leicester. My Master’s degree focused on the analysis and management of historic landscapes.

1.4 I have over fourteen years professional experience as an urban planner and heritage specialist. This includes over seven years in New Zealand, including periods working as a heritage specialist for Wellington City Council and Dunedin City Council. I have also worked for the Historic Sites team for the Yukon Territory Government of Canada as the Historic Sites Registrar.

1.5 My UK experience comprises over six years, predominantly working in local government as a heritage specialist within the urban planning process. This included stints as a building conservation officer where I authored conservation area character assessments. I have advised on development within the setting of heritage buildings and historic townscapes, I have also worked as a heritage consultant in the private sector, where among other projects I authored the heritage assessment for the successful 2014 scheme for Battersea Power Station, London.

1.6 I am fully accredited as a Member of the Institute of Historic Building Conservation (www.ihbc.org.uk). The IHBC is the professional body for building conservation practitioners and historic environment experts working in the United Kingdom, with connections to the Republic of Ireland. The Institute exists to establish, develop and maintain the highest standards of conservation practice, to support the effective protection and enhancement of the historic environment, and to promote heritage-led regeneration and access to the historic environment for all. Full Members have demonstrated their skills, knowledge and experience in built and historic environment conservation as a multidisciplinary and interdisciplinary practice, in line with the Institute’s membership standards and criteria and the international models on which they are based.

1.7 In writing this memo, I have reviewed the following documents:

- North West Strategic Assessment of Effects on the Environment, Volume 2 (dated December 2022);
- North West Strategic Appendix A – Assessment of Alternatives (dated December 2022);
- North West Strategic Assessment of Historic(Built) Heritage (dated December 2022);
- s92 response (dated 13 March 2023).

2.0 Key Built Heritage Issues

Notice of requirement (number and name)	Issue
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North West Strategic S3	Relocation of Huapai Tavern
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2.1 The relocation of the Huapai Tavern outside its scheduled extent of place cannot be supported on historic heritage grounds. Relocation of a structure or feature of historic heritage value, is not a desirable outcome and is not a conservation process, and is contrary to international best practice, the policies and objectives of the Auckland Unitary Plan, and Policy 12 of the Ministry for Culture and Heritage “Policy for Government Management of Cultural Heritage Places” (2022).

3.0 Supporting Growth Alliance assessment

Notice of requirement (number and name)	Assessment
North West Strategic S-1-3, KS, HS, S4	North West Strategic Assessment of Historic (Built) Heritage

3.1 Section 21.2 of the AEE assesses the relocation of the Huapai Tavern as being potentially a positive heritage effect for North West Strategic S3. This omits the nuance provided by the applicant’s built heritage assessment, which considers that relocation of the tavern as part of a package of minimum proposed measures will reduce the level of adverse effect from critical (permanent) adverse, to moderate (permanent) adverse, and that only positive benefits could occur if the most significant elements of the building are integrated into the new station complex.

3.2 In general, I am in agreement with the assessment of effects provided by the applicant’s heritage specialist.

4.0 Assessment of built heritage effects and management methods

4.1 Having reviewed the built heritage assessment provided by the applicant’s heritage specialist, I consider that the relocation of the Huapai Tavern can only avoid significant permanent harm to the heritage values of the scheduled historic heritage place if it occurs solely within the existing scheduled extent of place.

4.2 The Huapai Tavern is scheduled for its historical, social, knowledge, physical attributes and context values. As one of very few scheduled historic heritage buildings in Kumeū, and one of social value which is tied innately to its location adjacent to the principal road running through the township, its heritage value is connected strongly to its location.

4.3 Policy B5.2.2(6)(b) of the AUP states “(6) *Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including: ... (b) the relocation or removal of any of the primary features of such places away from their original site and context.*”

4.4 Policy D17.3(19) of the AUP states “*Avoid the permanent relocation of features of scheduled historic heritage places unless: (a) it is necessary to allow for significant public benefit that could not otherwise be achieved; and (b) the significant public benefit outweighs the value of retaining the feature in its present location.*”

4.5 There is therefore a strong presumption against the relocation of a feature of heritage place, particularly when it is to be relocated away from its scheduled extent of place.

4.6 Based on the information provided by the applicant and the broadbrush nature of a designation, I am not satisfied that the two conditions of Policy D17.3(19) are met at this stage with regards to the Huapai Tavern.

4.7 The conditions proposed by the applicant treat the Huapai Tavern and the Kumeū Railway Goods Station as equals, and suggest that both the primary features of these Category B Scheduled Historic Heritage Places can be managed together through their potential relocation away from their extents of place to sites elsewhere within the designation. While the goods shed has previously been relocated and could potentially be resited within the railway corridor without significantly harming its heritage values, the heritage values and in particular the social and context values of the Huapai Tavern would be heavily harmed if it was to be relocated off-site.

4.8 To manage these issues, I therefore recommend that the following amendments are made as follows to condition S3 24, replacing condition (xi) with the following conditions (xi) and (xii)

(xi) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) measures and methods shall be identified to:
A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;
B. appropriately re-locate the building within its scheduled extent of place in a manner that respects the heritage value of the building;
C. identify non-original additions which may be removed without compromising the heritage values of the building; and
D. identify long term protection management of heritage elements of the building;

(xii) For Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:
A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;
B. appropriately re-locate the building within the footprint of designation in a manner that respects the heritage value of the building;
C. identify long term protection management of heritage elements of the buildings;

5.0 Submissions

[This part of your assessment can begin when the Council officers send you the submissions. Expect this in the weeks following the end of the submission period (submissions close on 20 April 2023.)]

[Identify matters raised in the submissions, provide your expert view as to how to respond to the submissions]

6.0 Conclusions and recommendations

- 6.1 At present, S3 cannot be supported on built heritage grounds. The relocation of the Huapai Tavern outside its scheduled extent of place that it would enable is contrary to the relevant policies in Chapters B5 and D17 of the AUP.
- 6.2 S3 could be supported, subject to the proposed replaced subsections of condition S3 24 in section 4.8 of this memo being adopted.

BUILT HERITAGE SPECIALIST MEMO

9 June 2023

To: Robert Scott, Consultant Planner on behalf of Auckland Council.
From: Rebecca Fox, Team Leader Built Heritage Implementation, Auckland Council
Subject: Supporting Growth Alliance – North West Strategic NoRs

Dear Robert,

This memorandum provides additional commentary specifically about the conditions related to the relocation of the Huapai Tavern, which is a Category B scheduled historic heritage place in the Auckland Unitary Plan. It is to be read in conjunction with the built heritage memo by Dan Windwood dated 6 April 2023.

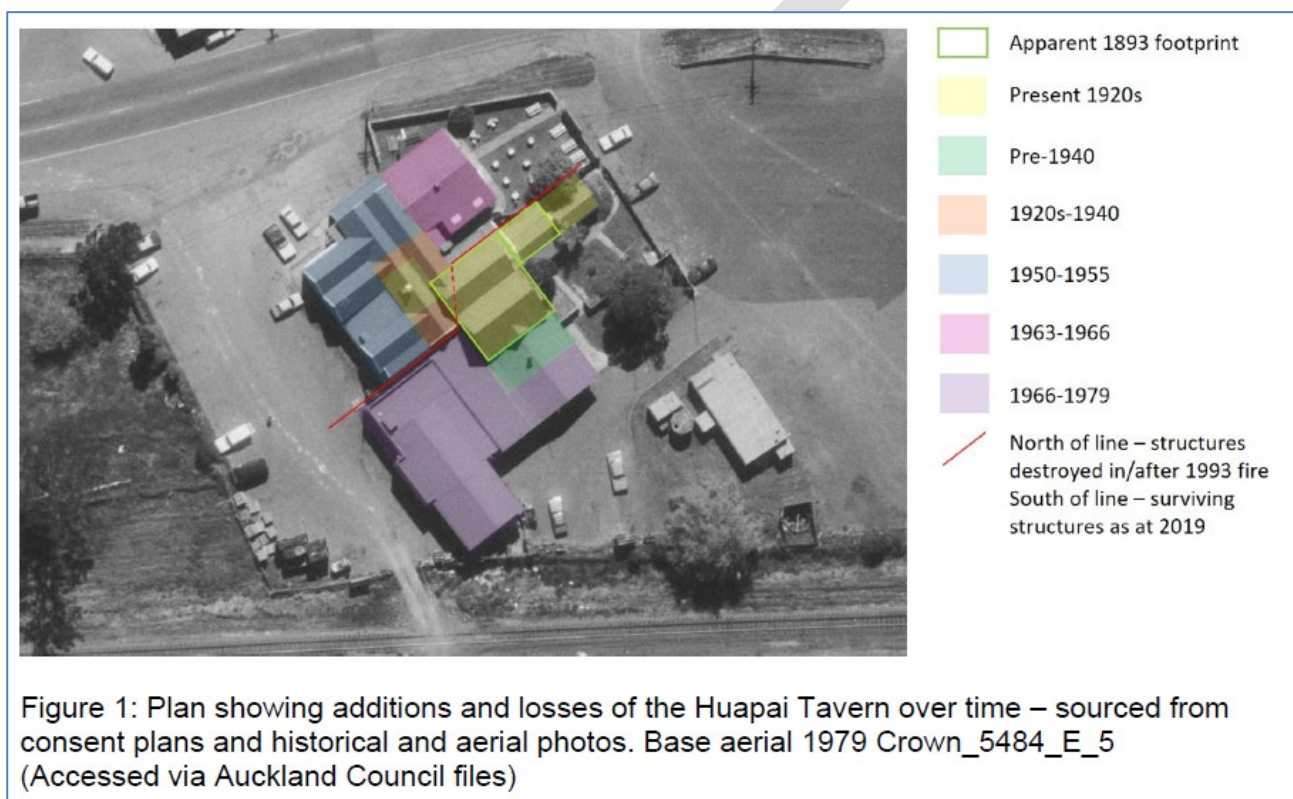


*Huapai Tavern and locality, with scheduled extent of place (purple hatching)
Auckland Council GeoMaps*

1. SIGNIFICANCE OF HUAPAI TAVERN

- 1.1. The Huapai Tavern is a very significant building in Kumeū for the reasons outlined in Mr Windwood's report. Further information about the history and significance of the tavern is also found in the Research Summary (2019) on the council's files (attached).
- 1.2. In considering the heritage effects of any potential relocation of the tavern, the following key aspects of its significance (and related scheduled heritage values) should be retained when choosing a new location:
 - Original (or reconstructed/repaired) fabric from pre-1920s period of development (Historical & Physical Attributes)

- Location adjacent to / visual relationship with both SH16 and railway tracks (Historical & Context)
 - Prominent position in the centre of Kumeū (Historical, Social & Context)
 - Serves the community as a gathering place (Social)
- 1.3. It will be difficult if not impossible to retain these aspects if the building is divorced from its extent of place.
- 1.4. The Huapai Tavern has undergone a number of alterations over the years, and in my view the 1966-1979 additions could easily be removed. This would likely have an ‘enhancing’ effect on the expression of the building’s heritage values.



2. ADDITIONAL HERITAGE ASSESSMENT

- 2.1. Mr Windwood’s memo provides an assessment against the AUP policies related to relocation, and I agree with his assessment. However, I also note that Policies D17.3(25) and (26) provides additional guidance specifically for infrastructure projects like this one:

Policy D17.3 (25) Enable the establishment of network utilities and small-scale electricity generation facilities within scheduled historic heritage places where all of the following apply:

- a) *there is a functional need or operational constraint that necessitates their location within a scheduled historic heritage place;*

- b) *significant adverse effects on the heritage values of the place are avoided where practicable; and*
- c) *other adverse effects are avoided, remedied or mitigated.*

Policy D17.3 (26) - Avoid the relocation and total or substantial demolition or destruction of features within a scheduled historic heritage place to provide for network utilities and electricity generation facilities unless all of the following apply:

- a) *a functional need or operational constraint limits available alternatives;*
- b) *there is no reasonable practicable alternative;*
- c) *the infrastructure will provide a significant public benefit that could not otherwise be achieved; and*
- d) *the adverse effects on the heritage values of a place are minimised to the extent practicable.*

- 2.2. As with Policy B5.2.2(6)(b) and Policy D17.3(19), the use of the word ‘**avoid**’ particularly in Policy D17.3(26) sets a very clear expectation that relocation beyond the extent of place should not occur except in a very specific set of circumstances. This is a high bar – **all** of the elements must be met.
- 2.3. In my opinion, any relocation of the Huapai Tavern significantly beyond the current extent of place would not satisfy D17.3 Policy 25(b) and (c) or Policy 26(d).

3. CONDITION S3 24 AMENDMENTS

- 3.1. Mr Windwood recommended amendments to condition S3 24, replacing condition (xi) with the following conditions (xi) and (xii):

(xi) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) measures and methods shall be identified to:

- A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;*
- B. appropriately re-locate the building within its scheduled extent of place in a manner that respects the heritage value of the building;*
- C. identify non-original additions which may be removed without compromising the heritage values of the building; and*
- D. identify long term protection management of heritage elements of the building;*

(xii) For Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:

- A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;*
- B. appropriately re-locate the building within the footprint of designation in a manner that respects the heritage value of the building;*
- C. identify long term protection management of heritage elements of the buildings;*

- 3.2. I agree with Mr Windwood’s amendments, and agree that limiting works to ‘within its scheduled extent of place’ would protect the heritage values of Huapai Tavern.

Relocation within Extent of Place

3.3. The Huapai Tavern is one of the only surviving 19th century buildings in Kumeū and its location is a key part of its significance, which would be harmed by its relocation. In looking at both the heritage aspects of the project and the broader goals of requiring authority, I consider that it appears to be feasible to retain the Huapai Tavern in situ or relocated slightly within its scheduled extent of place. I suggest the following actions should be considered by the applicant to strike a better balance between heritage and the proposed new roading and station development:

- The removal of the less significant additions (specifically 1966-1979 additions) to reduce the footprint of the building;
- Adaptive re-use of the scheduled building to incorporate it into the function of the station area (e.g. café to serve RTC users, toilets/waiting area, administrative functions, etc.); and/or
- Shifting the RTC carriageway slightly to the south (to give more room for the tavern between the RTC and SH16 widening).



Potential reduced footprint of Huapai Tavern highlighted in yellow, including all pre-1920s elements and excluding 1966-1979 later additions.

Additional Amendments

3.4. It would be beneficial to develop further detail about the fate of the historic Huapai Tavern **now**, rather than leaving everything completely open-ended until a later stage as is currently proposed. This would provide more certainty about the level of adverse heritage

effects generated by the Notice of Requirement, and would provide more clarity for both the requiring authority and council during the discharge of these conditions.

- 3.5. Therefore I suggest that the condition as initially amended by Mr Windwood could be further amended to clarify the heritage outcomes sought and provide more assurance that significant adverse effects on the heritage values of the Huapai Tavern will indeed be avoided. Additions underlined, deletions ~~strikethrough~~:

(xi) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) measures and methods shall be identified to:

A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;

B. appropriately re-locate the building within its scheduled extent of place in a manner that respects the heritage value of the building. The new location must retain a clear visual relationship with both SH16 and the railway corridor, and must have a prominent position near the centre of Kumeū;

C. identify non-original additions which may be removed without compromising the heritage values of the building. At a minimum, all pre-1920s sections of the building must be retained; ~~and~~

D. identify long term protection management of heritage elements of the building;

E. appropriately landscape the setting in a manner that supports the heritage values of the building as one of the oldest surviving structures in Kumeū;

F. enhance the heritage values of the place through actions such as restorative changes and/or interpretation; and

G. demonstrate that all clauses of Policy D17.3(E26) have been satisfied by the re-location of the building.

4. CONCLUSION

- 4.1. Referencing the assessment above, I consider that the amended condition as put forward by Mr Windwood is appropriate to protect the heritage values of the Huapai Tavern, but I also suggest some additional wording to be added to Mr Windwood's version to further strengthen the efficacy of the condition. Alternatively, if further design work is completed by the applicant prior to the hearing, then there may be consequential amendments to the design and/or wording of the condition that could also be appropriate.

Yours sincerely,



Rebecca Fox
Team Leader Built Heritage Implementation
Auckland Council

**Historic Heritage Technical Memo – Cultural Heritage Implementation Team,
Heritage Unit**

To:	Robert Scott: Scott Wilkinson Planning Limited
CC:	
From:	Mica Plowman: Principal Heritage Advisor, Cultural Heritage Implementation, Heritage Unit.
Date:	28 th June 2023

1.0 APPLICATION DESCRIPTION

Application and property details

Applicant's Name:

Supporting Growth Alliance (Auckland Transport and Waka Kotahi – New Zealand Transport Agency).

Application purpose description:

Notice of Requirements to amend the Unitary Plan and associated Regional Resource Consents to enable the construction, operation, and maintenance of six individual transport projects. These projects include an Alternative State Highway (NoR S1), an upgrade to the current State Highway 16 (NoR S2), a new Rapid Transit Corridor (NoR S3) with two new Rapid Transit Stations (NoR KS and NoR HS). Access Road is also being upgraded (NoR S4).

Relevant application numbers:

Site address:

Multiple sites located at Whenuapai, Kumeū, Huapai, and Red Hills.

2.0 INTRODUCTION

- 2.1 I am a qualified archaeologist who has worked professionally in this field for the past 29 years. I am a Heritage New Zealand Pouhere Taonga (HNZPT) approved archaeologist under section 45 of the HNZPT Act (2014). I have worked as an independent consultant and as a contractor to archaeological and engineering consultancy firms on the North Island. As a result, I have relevant broad-based practical experience in all aspects of cultural heritage resource management and am

fully conversant with Local Authority plan processes, the Resource Management Act (RMA), and HNZPT Act 2014 legislative requirements. The focus of my current role as Principal Heritage Advisor for the Auckland Council Heritage Unit (HU) is to provide specialist expertise and leadership in the development and implementation of plans, programmes and operational strategies to identify, conserve and enhance historic heritage features and landscapes within the Auckland region. I support council departments in meeting their requirements of the RMA (Part 2, Section 6 e and f matters) and the HNZPT Act (2014) and I routinely provide statutory and non-statutory heritage advice and reporting outputs into the regulatory process and work programmes across the council.

- 2.2 I have undertaken a review of the Supporting Growth North West Strategic Notices of Requirements located in Whenuapai, Kumeū, Huapai, and Red Hills, lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to historic heritage and archaeological effects (Table 1).

Table 1: Strategic NoRs reviewed in this memo.

Notice	Project	Description	Requiring Authority
S1	Alternative State Highway	A new four-lane dual carriageway highway and the upgrade of Brigham Creek Interchange.	Waka Kotahi
S2	SH16 Main Road	Alteration of the existing SH16 designation 6766 to provide for the upgrade of the corridor, including the provision of active mode facilities and realignment of Station Road intersection with SH16.	Waka Kotahi
S3	Rapid Transit Corridor	New Rapid Transit Corridor and active mode corridor in one collocated corridor.	Waka Kotahi
KS	Kumeū Rapid Transit Station	New rapid transit station, including transport interchange facilities and accessway.	Waka Kotahi
HS	Huapai Rapid Transit Station	New rapid transit station, including transport interchange facilities, park and ride, and accessway.	Waka Kotahi
S4	Access Road Upgrade	Upgrade of Access Road to a four-lane cross-section with separated cycle lanes and footpaths on both sides of the corridor.	Auckland Transport

3.0 ADEQUACY OF INFORMATION

- 3.1 The assessment below is based on the information submitted as part of the application. I have reviewed the following documents:

- Supporting Growth North-West Strategic. Assessment of Effects (AEE) on the Environment. Auckland Council Soft Lodgement Draft. PART A - Background and Receiving Environment. Prepared by Auckland Transport (no date).
- Supporting Growth North-West Strategic. Assessment of Effects (AEE) on the Environment. Auckland Council Soft Lodgement Draft. PART B - Assessment

of effects under s171 and s181(2) of the RMA. Prepared by Auckland Transport, January 2022.

- Supporting Growth North-West Strategic. Assessment of Effects (AEE) on the Environment. Auckland Council Soft Lodgement Draft. PART C – Appendices. Prepared by Auckland Transport, January 2022.
- Appendices Specialists Reports
 - Supporting Growth. North West Strategic. Draft Assessment of Effects on Heritage/Archaeology. Prepared for Auckland Transport by Dr. Hans-Dieter Bader, December 2021.
 - Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (no date).

Sections relevant to my area of expertise

- Supporting Growth. Strategic Assessment of Landscape Effects. Prepared for Auckland Transport by Boffa Miskell Ltd. December 2022.
 - Supporting Growth Alliance Strategic North West - Notice of Requirements Landscape and Visual Effects Assessment. Appendix 2 Graphic Supplement. Prepared for Auckland Transport by Boffa Miskell Ltd. September 2022.
- Appendix B - Proposed Conditions (Strategic) - combined.
- Drawings
 - SGA-DRG-NWE-005-GE-0001_STRATEGIC_Overview Plan_Soft Lodgement Draft (1)
 - Plans 13_34_NW Strategic General Arrangement (PDFs)
 - Plans 45-48_NW Strategic General Arrangement (PDFs)
- Notice of Requirement for a Designation of Land. 14 December 2022. Waka Kotahi NZ Transport Agency NoR S1 Alternative State Highway
- Notice of Requirement for Alteration of a Designation. 14 December 2022. Waka Kotahi NZ Transport Agency Designation 6766 State Highway 16.
- Notice of Requirement for a Designation of Land. 14 December 2022. Waka Kotahi NZ Transport Agency NOR S3 Rapid Transit Corridor.
- Notice of Requirement for a Designation of Land. 14 December 2022. Waka Kotahi NZ Transport Agency NoR KS Kumeū Station.
- Notice of Requirement for a Designation of Land. 14 December 2022. Waka Kotahi NZ Transport Agency NoR HS Huapai Station.

- Notice of Requirement for a Designation of Land. 14 December 2022. Waka Kotahi NZ Transport Agency NoR S4 Access Road.
- 3.2 I have assessed the information in these documents against the Auckland Unitary Plan Operative in part (updated 9 June 2023) and whether the application can be appropriately mitigated to give effect to s6(f) of the RMA. However, I have concerns that the applicant's submitted heritage documents are not sufficiently comprehensive to assess the effects of the proposal(s).
- 3.3 In making this assessment, I have also taken into account:
- a. Auckland Council Cultural Heritage Inventory (CHI) <https://chi.net.nz/>
 - b. New Zealand Archaeological Association (NZAA) *ArchSite* Database <http://www.archsite.org.nz/>
 - c. Heritage New Zealand Pouhere Taonga Rāangi Kōrero/The List <https://www.heritage.org.nz/the-list>
 - d. ICOMOS New Zealand Charter <https://icomos.org.nz/charters/>
 - e. Other relevant sources containing historical and archaeological information.

Definitions used with this memo

- 3.4 Chapter J in the Auckland Unitary Plan Operative in part [AUP OIP] (updated 9 June 2023) defines an archaeological site as having the same meaning as in the Heritage New Zealand Pouhere Taonga Act 2014. No interpretation of an archaeological site is provided within the Resource Management Act 1991; rather historic heritage is interpreted in Part 1, Section 2¹. The interpretation of historic heritage is substantially broader than just an archaeological site and is not limited by the inclusion of a *terminus ante quem* date.
- 3.5 As such, when the term 'archaeological' is used within this memo, it specifically refers to a site that would meet the definition of an archaeological site as provided in Chapter J in the AUP OIP (updated 9 June 2023). All other sites would fall under the Resource Management Act 1991 definition of historic heritage.

Other Teams Involved

- 3.6 The North West Strategic NoR applications have been referred to Auckland Council's Built Heritage Implementation Team because the proposed works will also have an effect on built heritage within the application's boundaries.

Exclusions

- 3.7 This memo does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua places in the area may differ from its archaeology/historic heritage values and are determined by mana whenua. It is the applicant's responsibility to liaise with mana whenua to determine mana whenua values.

¹ historic heritage— (a) means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:

(i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological; and (b) includes— (i) historic sites, structures, places, and areas; and (ii) archaeological sites; and (iii) sites of significance to Māori, including wāhi tapu; and (iv) surroundings associated with the natural and physical resources.

Site Visit

- 3.8 A site visit was undertaken to the project area on the 30 January and 25 May 2023. The application areas were viewed from the public road. No private properties were accessed.

4.0 ASSESSMENT OF EFFECTS

- 4.1 Details of the project background are provided in the AEEs and supporting application material and will not be repeated here, unless when describing direct and indirect, actual, and potential adverse effects on historic heritage.

Historic heritage within the application boundaries

- 4.2 This section summarises the historic heritage of the areas within the Notice of Requirement applications' boundaries and includes any specific historic sites that have been identified. The information derives from the NoR applications and supporting documentation, (in particular the AEEs² and Historic Heritage Assessment (HAA))³ and other relevant sources listed in Section 3.
- 4.3 The HHA has identified and assessed historic heritage sites within the proposed designation boundaries, including a 200m buffer to highlight additional areas of heritage potential or sensitivity⁴. Sites were identified primarily through background historical research, with minor supporting field surveys (significantly limited due to landowner access permissions, project scale, and environment).

North West Strategic Designations

- 4.4 The location of the North West Strategic Designations is illustrated in Appendix 1.

NoR S1 – Alternative State Highway (ASH), including Brigham Creek Interchange (BCI)

- 4.5 The HHA identifies three Auckland Council CHI historic heritage sites within the NoR-S1 (ASH/BCI) designation extent. These include the location of a Presbyterian Church (CHI 3711) and two historic structures (CHI 3713 & 16387).
- 4.6 The Presbyterian Church, constructed in 1912 was moved to Clarkes Lane in Hobsonville sometime after 1940.
- 4.7 Of the two historic structures, one is potentially a 19th-century domestic residence (CHI 16387), and the second (CHI 3713) a post-1940 residence with art deco

2 A). Supporting Growth North-West Strategic Assessment of Effects (AEE) on the Environment. Auckland Council Soft Lodgement Draft. PART A – Background and Receiving Environment. Prepared by Auckland Transport, January 2022.

B). Supporting Growth North-West. Strategic. Assessment of Effects (AEE) on the Environment. Auckland Council Soft Lodgement Draft. PART B - Assessment of effects under s171 and s181(2) of the RMA. Prepared by Auckland Transport, January 2022.

3. A). Supporting Growth Strategic Draft Assessment of Effects on Heritage / Archaeology. Prepared for Auckland Transport by Dr. Hans-Dieter Bader, December 2021.

B). Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council's request for further information (No date).

4 HHA December 2021.

- features that was until recently operating as a commercial premise – the Sun Kwong Takeaways (see Table 2).
- 4.8 The HHA identifies an additional seven recorded historic heritage structures recorded within the 200m buffer zone of NoR-S1. They are itemised in Table 2.
 - 4.9 The HHA discusses these sites generally and states that they are unaffected.⁵
 - 4.10 However, in the S1 section conclusion of the HHA it is further stated that several sites associated with the 19th century Sinton family settlement area at 191 and 222a SH16, including two of the Sinton Homesteads (CHI 3486, 3379) and the Sinton Store and Butchery (CHI 20452/ R11/3415) location **may be affected**.⁶
 - 4.11 Another of these sites, a recorded midden site (CHI 13579/R11/2084) is identified as located within the 200m designation buffer zone on the banks of Totara Creek but is characterised as unaffected by NoR S1. The site is included because it serves as an indicator of risk for pre-1900 Māori settlement.⁷ The site record form for this midden site (CHI 13579/R11/2084) also records a historic rubbish and bottle dump south of the midden on the banks of the Totara Creek in the immediate vicinity of the Brigham Creek Road Bridge. Although the site record describes the historic rubbish dump as having eroded and been fossicked over time, there is some potential for artefacts to exist around the road bridge within the designation extent of NoR S1.⁸
 - 4.12 The executive summary section of the HHA also identifies that a post-1900 fruit packing shed (CHI 16400) and any associated subfloor assemblage are likely affected by NoR S1. However, in the NoR S1 section of the HHA and summary table, it is stated that this site is unaffected.⁹
 - 4.13 The HHA identifies several high-risk areas for prehistoric settlement activity where the NoR-S1 designation extent intersects with waterways including the Kumeū River (2), Ahukuramu Stream (2), Totara Creek (2), and the Nongetepara Stream, all of which are predominantly unmodified navigable waterways.¹⁰

5 HHA December 2021, pg. 18 - Unnumbered table.

6 HHA December 2021 pg.19. The HHA addendum report provides no further clarification on effects, other than to state that other features associated with the Sinton family complex of sites (CHI site 13421/R11/2828) and CHI sites 20450;13589;13588 (R11/2079-2081) at 191-239 SH16 are unaffected.

7 CHI record 13579 appears to suggest that this midden may be historic.

8 CHI record 13579 (NZAA site R11/2084). HHA December 2021, Figure 2 pg. 6 illustrates the NoR S1 extent encompassing the Brigham Creek Bridge and creek bank where the historic rubbish dump is recorded.

9 HHA December 2021 pg. 2, 14 and pg. 18 Unnumbered table. The AEE states this site is affected. This needs to be clarified.

10 HHA December 2021 pg.4-20.

Table 2: Historic heritage sites identified in the HHA in the Strategic NoR-S1 Alternative State Highway (ASH), including Brigham Creek Interchange (BCI) project area. **Potential effects on sites highlighted in grey are unclear and require clarification.**

CHI	NZAA	Site Type	Location	Affects
<i>NoR-S1- Alternative State Highway (ASH), including Brigham Creek Interchange (BCI)</i>				
Historic Heritage directly affected				
3711		Presbyterian Church	Corner of Brigham Creek Road & SH16	Potential
3713		Historic house-Sun Kwong Takeaways	183 SH16	Yes
16387		Historic House (19 th century?)	2 Pomona Road	Removal/demolition
13579	R11/2084	Midden/historic artefact dump	Brigham Creek Road Bridge (Brigham Creek Road)	Potentially affected
Historic Heritage within 200m Buffer zone of NoR S1				
3486		Historic house (Sinton Homestead)	222a SH16	Unclear
3379		Historic house (Sinton Homestead)	191 SH16	Unclear
20452	R11/3415	Sinton Store Location (pre-1900)	191 SH16	Unclear
13421	R11/2828	Historic House (Sinton post-1940)	238 SH16	None
20450;13589;13588	R11/2079-2081	Several features relating to the Sinton settlement area	191-239 SH16-around banks of Brigham Creek	None
16380		Historic House (post-1940)	186 Boord Crescent	None
16400		Fruit packing shed	81 Foster Road ¹¹	Unclear
Navigable Waterways				
na	na	High Risk Area	Nongetepara Stream crossing (1)	Yes
na	na	High Risk Area	Kumeū River Stream crossing (2)	Yes
na	na	High Risk Area	Ahukuramu Stream crossing (2)	Yes
na	na	High Risk Area	Totara Stream crossing (2)	Yes

¹¹ The AEE states this site is affected. The HHA assessment states that this site is affected in the executive summary pg. 2, but then lists it as unaffected in the text pg.18. This needs to be clarified.

NoR-S1 Historic heritage values and effects - Alternative State Highway (ASH), including Brigham Creek Interchange (BCI)

Historic Heritage Values and Significance

- 4.14 The HHA does not provide a standard values assessment of the known and potentially affected historic sites.
- 4.15 The potentially 19th-century historic house (CHI16387) and curtilage are characterised by the HHA as a rarely investigated site type, having the potential to inform on the living conditions of early settlers in the district. However, it is suggested that its amenity value could be preserved via relocation as a preferable option to the demolition of the site.
- 4.16 The historic house (CHI 3713) operating as the Sun Kwong Takeaways is described in the CHI record as a post-1940s timber structure with art deco elements to the building's façade. The HHA suggests it may have previously functioned as a shop for the area following the demolition of the Sintons' Store (20452) or perhaps been a later part of the historic complex of buildings relating to the Sinton family; and if so, there could be subsurface features relating to previous buildings or activities.¹²
- 4.17 The location of the former Presbyterian church site (CHI 3711) has been substantially modified by the historic expansion of the SH16 Brigham Creek interchange. However, the HHA suggests that it is possible that subsurface features relating to the early 20th-century church may have survived recent modifications.
- 4.18 The HHA assesses any potential inland prehistoric occupation sites that may be encountered at the Kumeū, Totara, Nongetepara, and Ahukuramu Stream crossings as having high information potential and significance.
- 4.19 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana Whenua identified under the AUP OIP.

Historic Heritage Effects

- 4.20 The HHA, concludes that the construction and operation of NoR-S1 will have adverse effects on the recorded location of three historic heritage sites all of which have the potential for subsurface archaeological values.¹³ These include:
- The location of the former Presbyterian church site (CHI 3711)
 - The potentially 19th-century historic house (CHI 16387)
 - The historic house (CHI 3713) operating as the Sun Kwong Takeaways
- 4.21 In addition, the HHA identifies potential effects on unrecorded prehistoric archaeological sites located around several navigable waterways.

¹² HHA December 2021 pg.9.

¹³ There are differences between the AEE (pg. 151) and within the HHA as to which historic heritage sites are affected by NoR S1. This requires clarification. I am working from the table of effects in the HHA and the HHA text as to which heritage features are affected.

- 4.22 In consideration of the details provided in the site record for midden site CHI 13579 (NZAA R11/2084), there is also the potential for recorded historic archaeological remains within designation NoR S1 recorded with midden site CHI 13579 (NZAA R11/2084) on or around the Totara Creek banks at the Brigham Creek Road Bridge.
- 4.23 Several inconsistencies in the HHA suggest that there are additional potential effects on recorded historic heritage sites as the result of NoR S1; including:
- several sites associated with the 19th century Sinton family settlement area at 191 and 22a SH16 including two of the Sinton Homesteads (CHI 3486, 3379) and the Sinton Store and Butchery (CHI 20452/ R11/3415) and;
 - a post-1900 fruit packing shed (CHI 16400) located at 81 Foster Road (and the associated subfloor assemblage).
- 4.24 The number of sites affected, their heritage values, and the extent of the effects of NoR S1 on historic heritage are not made clear in the HHA and this needs to be addressed before an accurate assessment of effects can be made or commented on by the Heritage Unit.

Applicant’s proposed designation NoR-S1 conditions - Alternative State Highway (ASH), including Brigham Creek Interchange (BCI)

Mitigation

- 4.25 The HHA recommends that any adverse effects on recorded and unrecorded historic heritage can be mitigated through conditions of a Heritage New Zealand Pouhere Tāonga (HNZPT) (2014) Authority.
- 4.26 The AEE states¹⁴ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences.
- 4.27 As part of the HHMP, further research and survey of the Project area, and specific sites, will be undertaken to support a precautionary HNZPTA authority for the designation footprint. Any adverse effects to potentially previously unrecorded archaeological deposits that are exposed during the works will be mitigated under the provisions of a precautionary HNZPTA authority, and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority application. An authority under the HNZPTA will be sought at a later date prior to construction.¹⁵

NoR S2 - SH16 Main Road Upgrade (MRU)

- 4.28 The Auckland Council CHI records five historic heritage sites partially within or immediately adjacent to the NoR S2 (MRU) designation. These include; the location of The Huapai Tavern (CHI 13234/AUP Schedule 14 ID-482), Railway Carriages (Café) (CHI 18493), the Masonic Lodge (CHI 16388), a railway goods shed (CHI

14 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

15 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

13242/AUP Schedule 14 ID-483) and a possible former railway cottage (CHI 16385) (Table 3).

- 4.29 No historic information on the Huapai Tavern is provided in the HHA. The following brief summary is included to provide historic context on the established values of the site. The Huapai Tavern (CHI 13234/AUP Schedule ID 482) also known historically as The Kumeu Hotel, White Horse Hotel, Matua Hotel, and The Huapai Hotel, was part of the commercial enterprise that Thomas Deacon had built in Auckland's northwest during the mid to late 19th century. From his original hotel at Riverhead, Deacon capitalised on the location of the portage road and the proposed (1871) portage railway route by purchasing land in 1869 between the road and the proposed railway in Huapai to situate his new hotel. The exact construction date of the hotel is unclear; however, the earliest liquor license was applied for in 1872 when the application for a 'new house' known as the White Horse Hotel in Kumeū was declined. An 1873 article, updating the public on the progress of the Kaipara Railway also notes the presence of Deacon's hotel as one of two already built on the line, ready for its completion. From ca. 1880 the hotel appears to be consistently referred to as the White Horse Hotel and this name was retained until at least 1915 when the hotel was renamed Matua Hotel.
- 4.30 The Ihumatao block, owned by the Deacon family since 1872, was sold off piecemeal between 1914 and 1924, but the Deacon family continued to own the Hotel until July 1924, when Sarah Griffin (nee Deacon) sold the now smaller land parcel to Alexander Burr. Burr's tenure as publican saw the Huapai Tavern through to the mid-20th century. Without the gum-digging trade of the late 19th and early 20th century, the hotel relied heavily on patrons passing through Huapai on their way north or to Muriwai.
- 4.31 In 1958, Burr sold the tavern to Lee White who expanded the hotel considerably in the late 1950s and again in the 1960s – adding almost 300m² to the existing floor space. A series of hoteliers, breweries, and companies round up the ownership of the hotel in the late 20th century and into the early 21st century. The 1980s saw primarily internal modifications to the hotel, while the 1990s focused on recovery from a fire in 1993, which destroyed just under half of the premises, including most of the mid-century expansion.¹⁶
- 4.32 Historic plans from the late 19th century, illustrate that the then "White Horse Hotel" (Huapai Tavern) had associated curtilage, including stables and a potentially associated store. These features are located outside of the scheduled extent of place (encompassing 301 Main Road) and are likely within the footprint of NoR S2 on or around the road reserve of Main Road.¹⁷
- 4.33 CHI 18493 Railway Carriages (Café) (CHI 18493). This site formerly comprised two sixty-year-old railway carriages that were re-sited to 299 Main Road and refurbished to be used as a cafe. The cafe included a replica station, which connected to a

16 CHI record (13234) Huapai Tavern.

17 HHA December 2021 pg.39 (Figure 5 - So Plan 3938).

- 'platform' where the two carriages sat. The HHA discusses the effects on the Carriages Café, however, the carriages have been removed from the site.¹⁸
- 4.34 Kumeu Railway Goods Shed (CHI 13242/AUP Schedule 14 ID-483). This building is the original Kumeu Railway Goods Shed associated with the early development of the Portage Railway Line which ran from Riverhead to Helensville between 1875-1885 (CHI No 15039/NZAA R11/1487). The building is a rectangular plan building to standard NZR design with timber weatherboards and a gabled corrugated iron roof and retains its original sliding door. The building is rare regionally and representative as one of the last two remaining examples of a rural railway station goods shed. It is currently sited adjacent to the railway line and is used for storage purposes at a commercial property at 37 Main Road.¹⁹
- 4.35 Historic Building (CHI 16385). The CHI has little details on this residential building other than to suggest it may have formerly been a railway workers' cottage.²⁰
- 4.36 The Masonic Lodge (CHI 16388). There are no details regarding this building or its heritage values in the CHI.²¹
- 4.37 In addition to the sites identified in the HHA, there are historic reports of a small Ngāti Whātua settlement/village situated in Kumeū that was established and/or abandoned during the 1820s as the result of the musket wars. There is also a specific reference in Fenton's Judgments to Ongarahu, a place near Kumeū, where Ngāti Whātua hosted Ngāpuhi for several days during a period of peace in the early 1820s. The locations of these historic settlements are currently unknown and are not specifically located within the footprint of NoR S2 – but could be affected by any of the Strategic NoRs.²²
- 4.38 The HHA also identifies several high-risk areas for prehistoric settlement activity where the NoR-S2 designation extent intersects waterways including the Kumeū River, Tukakaiweraka, and an unnamed stream, all of which are predominantly unmodified navigable waterways.²³

Table 3: Historic heritage sites identified in the HHA in the Strategic NoR S2 Main Road Upgrade (MRU) project area.

CHI	NZAA	Site Type	Location	Affects
NoR S2- Main Road Upgrade (MRU)				
Historic Heritage directly affected				
13242 (AUP schedule ID 483)	n/a	Railway Goods Shed	37 Main Road – Just within NoR S2 extent	Yes?

18 AEE (Part A) pg. 69. See also CHI Record 18493 - Railway Carriages Café. Note: the HHA records and discusses this site as extant. The HHA requires updating.

19 CHI 13242 – Kumeu Railway Goods Shed.

20 CHI Record 16385 – Historic Building.

21 CHI Record 16388 - The Masonic Lodge.

22A). Kumeū-Huapai Centre Plan. A Community-Led Plan. Prepared by Auckland Council Plans & Places; Planning North, West and Islands September 2017, pg. 21.

B). Dunsford 2002: pg. 17 (cited in Clough and Associates unpublished report. Sh16 Improvements, Stage 2 Brigham Creek to Kumeū: Archaeological Assessment, Prepared for Beca Ltd (on behalf of New Zealand Transport Agency) by Glen Farley and Sarah Macready September 2022 pg.5.

23 HHA December 2021 pg.23-30.

Historic Heritage within 200m Buffer zone of NoR S2				
13234 (AUP Schedule ID482)	n/a	Huapai Tavern	301 Main Road Huapai. The scheduled extent of place is located adjacent NOR S2 extent	Potentially
13234	n/a	Huapai Tavern – associated features identified from historic plans - Stables	Curtilage identified from 19 th century plans are located on or around Main Road are potentially affected	Potentially
16388	n/a	Masonic Lodge	74 Main Road - adjacent NOR S2 extent - curtilage potentially affected	Potentially
16385	n/a	Railway cottage/residential	7 Main Road - adjacent NOR S2 extent - curtilage potentially affected	Potentially
n/a	n/a	Early Māori settlement areas prior to musket wars	Unknown	Unknown
Navigable Waterways				
n/a	n/a	High Risk Area	Kumeu Stream	Yes
n/a	n/a	High Risk Area	Tukakaiweraka Stream	Yes
n/a	n/a	High Risk Area	Unnamed Stream crossing	Yes

Historic heritage values and effects - NoR R2 Main Road Upgrade designation

Historic Heritage Values and Significance

- 4.39 The Huapai Tavern (CHI 13234) is scheduled in the AUP OIP (Schedule 14.1 ID482) as a category B²⁴ heritage site for historical (A), social (B), knowledge (D), physical attributes (F), and context (H) values. Although the Schedule 14.1 entry does not include archaeological controls, it is scheduled for knowledge values, and as a Category B site without identified primary features, all features including archaeological within the extent of Category B places are to be considered a primary feature.²⁵
- 4.40 The HHA states that some subsurface features or associated curtilage of the Huapai Tavern within the scheduled extent of place could be impacted by the extent and construction of NoR 2. The HHA does not assess or discuss the significance of any potential curtilage within the scheduled Extent of Place, nor does it discuss the potential impact of the recorded features identified on historic plans²⁶ located outside of the scheduled extent of place that are likely associated with the Huapai Tavern (potentially extant) within the NoR S2 footprint.
- 4.41 Potential archaeological features associated with the origins and development of the Huapai Tavern, and its associated curtilage are considered to be significant.
- 4.42 The Kumeu Railway Goods Shed (CHI 13242) is scheduled in the AUP OIP (Schedule 14 ID-483) as a Category B heritage site for historical (A), social (B), knowledge (D), physical attributes (F), and context (H) values. The building has been re-sited to its current location at 37 Main Road and has no associated curtilage.

²⁴ Schedule 14.1; A Category B historic heritage place is considered to have considerable significance to a locality or greater geographic area.

²⁵ Schedule 14.1 – Explanation of primary features.

²⁶ HHA December 2021 SO 3938 Figure 5, pg., 39.

- 4.43 The refurbished Railway Carriages (CHI 18493) at 299 Main Road were re-sited structures with no associated curtilage and have since been removed.²⁷
- 4.44 No assessment of values for the potential railway cottage (CHI 16385) or the Masonic Lodge (CHI 16388) is provided in the HHA. They likely have local significance to the community.
- 4.45 Any extant archaeological remains of the historically reported early 19th-century musket war era Māori settlement could be regionally significant.
- 4.46 The HHA assesses any potential inland prehistoric occupation sites that may be encountered at the Kumeū, Tukaiweraka, and the unnamed stream crossings as having high information potential and significance.²⁸

Historic Heritage Effects

- 4.47 The HHA states that the construction and operation of NoR S2 (MRU) will impact the scheduled extent (curtilage) of the Huapai Tavern (CHI 13234/AUP OIP (Schedule 14.1 ID 482) which has a high potential for subsurface archaeological features. However, the potential features identified from historic plans located outside the scheduled extent in the vicinity of Main Road, are not considered.²⁹
- 4.48 Effects on the scheduled Kumeu Railway Goods Shed (CHI 13242) are not discussed but this is likely because as a re-sited building, there is no associated (subsurface archaeological) curtilage. The images of NoR 2 provided in the HHA Figures 3-4 indicate that the location of the Railway Goods shed is impacted.
- 4.49 Two additional sites, The Masonic Tavern (CHI 16388) and the potential railway cottage (CHI 16385) are immediately adjacent to the designation extent of NoR S2. The HHA describes the buildings as unaffected but notes that the properties are “clipped” by the designation and existing subsurface curtilage could be affected.³⁰
- 4.50 The proposed works, as described in the AEE and supporting documents (HHA), do not affect Sites of Significance to Mana Whenua identified under the AUP OIP.

Applicant’s proposed designation NoR S2 (Main Road Upgrade) conditions

Mitigation

- 4.51 The HHA recommends that any adverse effects on recorded and unrecorded historic heritage can be mitigated through conditions of a Heritage New Zealand Pouhere Tāonga (HNZPT) (2014) Authority.^{31/32}
- 4.52 The AEE states³³ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Historic Heritage Management Plan

27 AEE (Part A) pg. 69.

28 HHA December 2021 pg.29.

29 HHA December 2021 pg.25 & 29. Note the railway carriage café is likely destroyed.

30 HHA December 2021 pg.25.

31 HHA December 2021 pg.30.

32 The HHA December 2021 pg.30 - recommends relocation of the historic 20th century railway carriages (CHI 18493) as preferable to demolition – however, the site has likely been destroyed.

33 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

(HHMP) to be prepared at the detailed design stage before construction commences.

- 4.53 As part of the HHMP, further research and survey of the Project area, and specific sites, will be undertaken to support a precautionary HNZPTA authority for the designation footprint. Any adverse effects to potential previously unrecorded archaeological deposits that are exposed during the works will be mitigated under the provisions of a precautionary HNZPTA authority, and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority application. An authority under the HNZPTA will be sought at a later date prior to construction.³⁴

NoR S3: Rapid Transit Corridor (RTC), and Regional Active Mode Corridor (RAMC); NoR KS: Kumeu Rapid Transit Station and NoR HS: Huapai Rapid Transit Station (RTS).

- 4.54 The Auckland Council CHI records eight historic heritage sites within or immediately adjacent to NoR S3 (RTC/RAMC) and the associated NoR KS and NoR HS (RTS) designations. These include The Huapai Tavern (CHI 13234/AUP Schedule 14 ID-482), Railway Carriages (Café) (CHI 18493), Railway Goods Shed (CHI 13242/AUP Schedule 14 ID-483), the Portage Railway Line (CHI 15039/R11/1487).³⁵, three historic Houses (6379-16381) and a former railway cottage (CHI 16385) (Table 3).
- 4.55 The Portage Railway Line (CHI 15039/R11/1487) has been omitted from the HHA proper – but has been added to the archaeological section 92 addendum report.³⁶
- 4.56 The Huapai Tavern (CHI 13234/AUP Schedule 14 ID-482), Railway Carriages (Café) (CHI 18493), Railway Goods Shed (CHI 13242/AUP Schedule 14 ID-483), and the former railway cottage (CHI 16385) are described in sections 4.30-4.36 above (NoR S2).
- 4.57 Portage Railway Line (CHI No 15039/NZAA R11/1487). In the 1860s, there was pressure from local settlers and members of the Provincial Council for a rail line to the Kaipara to open it up for development. The cost of transportation by portage between Riverhead and Helensville was slow and expensive. From 1869 onwards pressure intensified, and work had begun on the Kaipara railway by the end of 1871. In 1875, the Railway from Riverhead to Helensville was at last opened. The railway known as the Portage Railway ran from Riverhead to Helensville and operated between 1875 and 1885. The trip took one hour and forty minutes to reach Helensville including stops. A portion of the route is recorded on the Council GIS over approximately four kilometres from Harkins Point, Riverhead along Old Railway Road across SH16 to the location of the former Kumeu Station. The remains of the site include several areas of raised railway embankment.

34 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

35 Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date).

36 Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date).

- 4.58 Historic House (CHI 16381). There are no details in the CHI regarding this building. The HHA locates this property on 1940 aerials and describes it as a potential pre-1900 villa.
- 4.59 Historic Houses (CHI 16379 & 16380). The CHI records these two properties as historic weatherboard bay villas.
- 4.60 In addition to the eight recorded sites, the HHA identifies the Kumeu Train Station House (unrecorded site). Figures five and forty-two of the HHA identify the location of the Kumeu Train “Station House” illustrated on historic maps from 1885 and 1893 respectively. Any potential remains of this building are a pre-1900 archaeological site.
- 4.61 The HHA also identifies several high-risk areas for prehistoric settlement activity where the NoR-S3 designation and the NoR KS: Kumeu Rapid Transit Station extent intersect with waterways including an unnamed tributary of the Kumeū River, the Turakiawatea, and Nongetapara Streams, which are predominantly unmodified navigable waterways.³⁷

Table 4: Historic heritage sites identified in the HHA within NoR S3 Rapid Transit Corridor (RTC) and Regional Active Mode Corridor (RAMC); NoR KS: Kumeu Rapid Transit Station and NoR HS: Huapai Rapid Transit Station

CHI	NZAA	Site Type	Location	Affects
NoR S3: Rapid Transit Corridor (RTC), and Regional Active Mode Corridor (RAMC); NoR KS: Kumeu Rapid Transit Station and NoR HS: Huapai Rapid Transit Station				
Historic Heritage directly affected				
13234 (AUP Schedule ID482)	n/a	Huapai Tavern	301 Main Road	Yes. Significant impact on the scheduled extent (curtilage) and some modern buildings)
13242 (AUP schedule ID 483)	n/a	Railway Goods Shed	37 Main Road	Yes
15039	R11/1487	Portage Railway Line	7 Main Road	Yes
n/a	n/a	1885 Kumeu Train Station - illustrated on 1893 map	321a Main Road	Potentially
16381	n/a	Historic Building/house	42 Boord Crescent	Yes-removal or demolition
Historic Heritage immediately adjacent designation extent (within 200m Buffer zone of NoR S3; NoR KS and NoR HS				
16385	n/a	Railway cottage/residential	7 Main Road	Curtilage potentially affected
Historic Heritage within 200m Buffer zone of NoR S3; NoR KS and NoR HS				
16379	n/a	Historic Building/house	62 Boord Crescent	No impact
16380	n/a	Historic Building/house	186 Boord Crescent	No impact
Navigable Waterways				
n/a	n/a	High Risk Area – unrecorded prehistoric settlement	Tributary of the Kumeu River	Yes
n/a	n/a	High Risk Area – unrecorded prehistoric settlement	Turakiawatea Stream crossing	Yes

37 HHA December 2021 pg.43.

CHI	NZAA	Site Type	Location	Affects
n/a	n/a	High Risk Area – unrecorded prehistoric settlement	Nongetepara Stream	Yes

Historic heritage values and effects - NoR S3: Rapid Transit Corridor (RTC), and Regional Active Mode Corridor (RAMC); NoR KS: Kumeu Rapid Transit Station and NoR HS: Huapai Rapid Transit Station (RTS).

Historic Heritage Values and Significance

- 4.62 The heritage values of the Huapai Tavern (CHI 13234/AUP Schedule 14 ID-482), Railway Carriages (Café) (CHI 18493), Railway goods shed (CHI 13242/AUP Schedule 14 ID-483), and the former railway cottage (CHI 16385) are described in sections 4.27-4.30 above (NoR S2).
- 4.63 The Portage Railway (CHI 15093/R10/1487) route runs from Harkins Point at Riverhead along Old Railway Road and across SH16 to the Kumeu Train Station. The HHA (addendum)³⁸ has recognised the potential effect of NoR S3 on the Portage Railway, but as the site was not initially recognised by the HHA, the site has not been researched or surveyed to determine what potential remains of the railway route exist in the project area or its historic heritage values. The embankment is visible on historic aerials at 7 Main Road and perhaps adjacent properties.³⁹
- 4.64 The HHA does not assess the values of any potential extant archaeological remains of the Kumeu Railway “Station House” identified from late 19th century plans, but they would be locally significant at least.
- 4.65 Similarly, there is little information on the historic houses (CHI 16379-16381) in the CHI or the HHA to determine their relative values or significance.
- 4.66 The HHA indicates that two of the houses (CHI 16379 & 16380) were probably built or shifted onto the site after 1940 based on aerial photography, and if so, they likely have only minor local significance. Conversely, the third house (CHI 16381), which is visible on 1940 aerials is considered to be in its original context and possibly of 19th-century origin; and therefore, has greater heritage values.⁴⁰
- 4.67 The HHA assesses any potential inland prehistoric occupation sites that may be encountered at the unnamed tributary of the Kumeū River, the Turakiawatea, and Nongetapara Streams crossings as having high information potential and significance.⁴¹

38 Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date).

39 Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date), Figure 4.

40 HHA December 2021 pg.43.

41 HHA December 2021 pg.48.

Historic Heritage Effects

- 4.68 NoR S3 traverses through the scheduled extent of place of the Huapai Tavern (CHI 13234/AUP Schedule ID482). Historic maps illustrate that the earliest part of the tavern likely remains as part of the modern tavern complex. The HHA suggests that NoR 3 primarily affects the modern tavern buildings (post-1940). The HHA states that this determination requires further investigation of the buildings and curtilage, but proposes that the possibility exists for the core/early portion of the tavern to be retained. NoR 3 will however impact any surviving subsurface curtilage of the early tavern. This is a significant adverse effect.
- 4.69 The HHA states that the Railway Goods Shed (CHI 13242/AUP Schedule 14 ID-483) is partially impacted by NoR 3.⁴² As noted above in section 4.30 the goods shed is a re-sited structure with no associated curtilage.
- 4.70 The HHA (Figure 9) indicates that NoR 3 affects over half of the footprint of the Railway Carriages Café (CHI 18493) at 299 Main Road. However, as noted above in section 4.31 the carriages have been removed and were re-sited structures with no associated curtilage.
- 4.71 The potentially pre-1900 historic house (CHI 16381) located at 42 Boord Crescent will be demolished or removed, and any associated curtilage will be impacted by NoR 3.⁴³
- 4.72 The construction and operation of the NoR S3 will affect any surviving remains of the Portage Railway embankment (CHI 15093/R10/1487) located within the NoR 3 designation at 7 Main Road.
- 4.73 The domestic house identified as a potential former railway cottage (CHI 16385) located at 7 Main Road is immediately adjacent to the NoR 3 designation extent. The house is unaffected but the subsurface curtilage could be marginally affected.⁴⁴
- 4.74 The building footprint/location of the historic Kumeu Railway Station House illustrated on historic plans (1893) in Figure 42 of the HHA is immediately adjacent to the NoR 3 designation footprint and any extant subsurface remains could be potentially affected.
- 4.75 The HHA states that neither of the proposed Rapid Transit Stations impact on known heritage. The HHA illustrates the footprint of the proposed Kumeu Rapid Transit Station (NoR KS) as positioned between the scheduled extent of the Huapai Tavern (CHI 13234/AUP Schedule ID482) and the location of the former Railway Carriages (Café) (CHI 18493) (HHA Figure 44 & 9). However, the HHA cautions that any curtilage associated with the tavern that may exist outside the scheduled extent could be affected by NoR KS.
- 4.76 However, in contrast to this assessment, the AEE states that the proposed Kumeū Station (NoR KS) will affect the original Huapai Tavern buildings footprint,⁴⁵ stating

42 HHA December 2021 pg.48

43 HHA December 2021 pg.43

44 HHA December 2021 pg.43

45 AEE (Part A) pg. 85.

that the building is proposed to be relocated to a yet unconfirmed location in proximity to the new Kumeu Station⁴⁶. This is a significant adverse effect.

- 4.77 The location of the proposed Huapai Rapid Station (NoR HS) at 29 and 31 Meryl Avenue beside an unnamed stream crossing carries a risk of encountering unidentified archaeological sites.⁴⁷
- 4.78 The historic houses recorded as CHI sites 16379-80 (located at 62 and 186 Boord Crescent respectively) located within the designation 200m buffer zone are unaffected.
- 4.79 The proposed works, for NoR S3 and NoR KS as described in the AEE and supporting documents (HHA), will significantly adversely affect the scheduled extent of place of the Huapai Tavern (CHI 13234/AUP Schedule ID482) and any subsurface curtilage associated with the scheduled extent.
- 4.80 The proposed works as described in the AEE do not affect Sites of Significance to Mana Whenua identified under the AUP OIP.

Applicants proposed designation conditions for NoR S3: Rapid Transit Corridor (RTC), and Regional Active Mode Corridor (RAMC); NoR KS: Kumeu Rapid Transit Station and NoR HS: Huapai Rapid Transit Station (RTS).

Mitigation

- 4.81 The HHA recommends that any adverse effects on recorded and unrecorded historic heritage can be mitigated through conditions of a Heritage New Zealand Pouhere Tāonga (HNZPT) (2014) Authority.⁴⁸
- 4.82 The HHA recommends the establishment of a “heritage precinct” as a potential opportunity for the SGNW strategic NoRs to mitigate adverse effects on historic heritage. The proposal involves retaining the original/core (pre-1940) Huapai Tavern buildings *in-situ*⁴⁹ and shifting the Railway Goods Shed (CHI 13242/AUP Schedule 14 ID-483) to form a purposefully designed heritage precinct adjacent to the proposed Kumeu Rapid Station (NOR KS). The HHA states the creation of a purpose-built heritage precinct connected to the future station would create a local sense of community and place.⁵⁰
- 4.83 In relation to the identified adverse effects of the Strategic NoR 2-3 on the curtilage of the Huapai Tavern (CHI 13234/AUP Schedule ID482), the HHA (addendum) promotes the public dissemination of any archaeological excavation results/finds in a “plain English report” to be utilised in local schools’ curriculum or similar public forums to inform the community and/or displaying archaeological finds.⁵¹
- 4.84 Conversely, the AEE states that the original building footprint of the Huapai Tavern (CHI 13234/AUP Schedule ID482) will be affected by NoR KS and the Huapai Tavern (along with the Railway Goods Shed (CHI 13242/AUP Schedule 14 ID-483)),

46 AEE (Part A) pg. 121 & 152.

47 HHA December 2021 pg.56.

48 HHA December 2021 pg.48-50.

49 HHA December 2021 pg.56.

50 HHA December 2021 pg.56

51 Supporting Growth North West. Appendix 2: Heritage Addendum to the Strategic and Local North West Notice of Requirements – response to Auckland Council’s request for further information (No date) pg. 6.

will necessarily be re-sited, with details of the proposed buildings’ relocation and final mitigation measures to be confirmed at the detailed design stage (in the HHMP).⁵²

- 4.85 The AEE states⁵³ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences.
- 4.86 As part of the HHMP, further research and survey of the Project area, and specific sites, will be undertaken to support a precautionary HNZPTA authority for the designation footprint. Any adverse effects to potentially previously unrecorded archaeological deposits that are exposed during the works will be mitigated under the provisions of a precautionary HNZPTA authority, and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority application. An authority under the HNZPTA will be sought at a later date prior to construction.⁵⁴

NoR S4 Access Road Upgrade (ARU)

- 4.87 There are no historic heritage sites recorded within the NoR S4 (ARU) designation extent. One heritage building, Pomona Hall (CHI 18795) is located adjacent to Access Road within the 200m designation but is unaffected by NoR S4.⁵⁵
- 4.88 The former Pomona Hall is thought to be the region’s oldest remaining community hall building constructed in 1876, by local John Berry on land gifted by John Boord. Pomona Hall served the Kumeū, Huapai, and Taupaki communities as a meeting place, school, church, and recreational venue from 1875 until the 1920s when several new community halls were erected throughout the district. The hall is a regionally rare and representative example of a mid-19th century rural community hall associated with the first generation of European settlers. The hall was relocated to the Kumeu Community Centre carpark at 27 Access Road in March 2010.⁵⁶
- 4.89 A second heritage site (CHI 16377) located at 211 Access Road is recorded as a “shed, gates, railings”. According to the HHA and the council CHI record this site has been destroyed.⁵⁷ The AEE, however, states that the boundary fences of the site will be temporarily affected but subsequently reinstated. The Heritage Unit can confirm that this site is destroyed.

Table 5: Historic heritage sites identified in the HHA NoR S4 (Access Road Upgrade) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR S4 Access Road Upgrade</i>				
18795	n/a	Community Hall - Pomona Hall	27 Access Road	no

52 AEE (Part A) pg. 121, 151.

53 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

54 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

55 HHA December 2021 pg. 53.

56 CHI Record 18795 - Pomona Hall.

57 CHI Record 16377 – Shed, gates, railings. The author visited the site address and can confirm that the site has been destroyed.

Historic heritage values and effects of the proposed NoR S4 (ARU) designation

Historic Heritage Values and Significance

- 4.90 No historic heritage sites are recorded within the extent of NoR S4 Access Road project area and none were identified during the field survey. One heritage building, Pomona Hall located adjacent to the designation extent is unaffected by the project (CHI 18795).
- 4.91 The HHA concludes that the NoR S4 Access Road designation has no known heritage values and negligible potential for unidentified subsurface heritage remains to be present.
- 4.92 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP] nor are there any Sites of Significance to Mana Whenua identified under the AUP OIP.

Historic Heritage Effects

- 4.93 The construction and operation of NoR S4 (ARU) will have no effects on any known archaeological or other historic heritage values and the risk of encountering unidentified archaeological features is negligible.⁵⁸

Applicant's proposed designation NoR S4 (ARU) designation conditions

Mitigation

- 4.94 The HHA recommends that any adverse effects on unrecorded historic heritage can be mitigated through the implementation of an Accidental Discovery Protocol.⁵⁹
- 4.95 AEE states⁶⁰ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences.
- 4.96 As part of the HHMP, further research and survey of the Project area, and specific sites, will be undertaken to support a precautionary HNZPTA authority for the designation footprint. Any adverse effects to potentially previously unrecorded archaeological deposits that are exposed during the works will be mitigated under the provisions of a precautionary HNZPTA authority, and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority application. An authority under the HNZPTA will be sought at a later date prior to construction.⁶¹

58 HHA December 2021 pg. 55.

59 HHA December 2021 pg.55.

60 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

61 AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

5.0 SUBMISSIONS

- 5.1 Six submissions from Heritage New Zealand Pouhere Taonga have been received on the Strategic application package on matters concerning historic heritage.
- 5.2 These submissions, relate to each of the proposed NoRs as follows:
- Alternative State Highway and Brigham Creek interchange (NoR S1 - submission 81)
 - State Highway 16 upgrade (NoR S2 - submission 40)
 - New Rapid Transit Corridor (NoR S3 - submission 85)
 - Access Road Upgrade (NoR S4 - submission 29)
 - Kumeu Rapid Transit station (NoR KS - submission 19)
 - Huapai Rapid Transit Station (NoR HS - submission 14)
- 5.3 Although there is consistency in the stated reasons for opposition and the remedy sought across the HNZPT submissions for the six Strategic Notice of Requirements, there are nuanced variations across the submissions. Consequently, the submission points have been grouped and presented in table form with the corresponding NoRs and submission point identified in tables 6a-c. For the purpose of this response, they have been grouped into three categories; research and assessment; proposed mitigation and remedy sought.
- 5.4 This memo only considers aspects of the submissions in relation to archaeological matters. Those aspects of the submissions relating to built heritage will be considered by the Auckland Council Heritage Built Team. Submission points for NoR S3 that relate to built heritage provided in Table 6 C below are included as they also relate to archaeological potential.

Heritage New Zealand Pouhere Taonga (Notice of Requirement Submissions) opposes the Notice of Requirement NoRS1-S4, NoR HS and NoR KS on matters concerning historic Heritage.

- 5.5 I agree with the HNZ submission points outlined in table 6a that pertain to the adequacy and detail of assessment provided in relation to archaeological matters. I also agree with the HNZ submission points outlined in table 6c, that a more fulsome archaeological report that fully outlines and assesses archaeological matters at the NoR stage is required. A number of issues concerning the archaeological report were raised at the section 92 review stage and these have not been fully addressed by the addendum archaeological report provided by the applicant and as outlined in this memo. This is discussed further in section 6 below.
- 5.6 I disagree that the proposed mitigation condition to prepare an HHMP duplicates HNZPTA processes (Table 6b), nor do I support the proposed revision of the draft designation conditions to prepare an HHMP as proposed by the HNZPT submission (table 6c).
- 5.7 As outlined in the mitigation strategies proposed for each NoR in section 4 (above), the AEE (Part B section 28 statutory assessment table section 28.1 makes the distinction between the function of the HHMP and an Archaeological Management Plan prepared for HNZPTA authority applications clear.
- 5.8 The rationale behind a Historic Heritage Management Plan (HHMP) is to provide the project with a coherent summary of effects on all historic heritage to ensure the

successful implementation and compliance with required procedures and mitigation of effects on historic heritage. In the Heritage Units' opinion, the proposed HHMP achieves this and is complementary to any required for HNZPT Act (2014) purposes. One should not prevail over the other.

- 5.9 Waka Kotahi has recently prepared a Heritage Specification for Infrastructure, Delivery and Maintenance, designed to recognise and provide for the intent to protect and conserve heritage places and ensure compliance with legislation including the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT) and the Resource Management Act 1991(RMA).⁶²
- 5.10 Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.⁶³
- 5.11 The Heritage Unit strongly supports the use of these NZTA specifications (including those for an HHMP). They are industry standard-setting documents that institute a high level of management and provide a consistent National framework.
- 5.12 Of note, is the fact that the objective and requirements of the HHMP as outlined in condition 20 for the Supporting Growth Strategic Designations (NoR S1-4, NoR KS, NoR HS) designations have been ratified through the reporting/hearing process for the recent Drury NoRs.
- 5.13 In relation to HNZPT submission points in relation to the AUP Accidental Discovery Rule (E11.6.1, E12.6.1) as outlined in submissions 81, 40, 85, 19, and 14. It is important to clarify and emphasise that the Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. The provisions of this rule will only drop away if it has been expressly provided for by a resource consent or other statutory authority. For example, for an archaeological site, if an Authority were granted under the Heritage New Zealand Pouhere Taonga Act 2014 any archaeological sites or land parcel not expressly provided for by the Authority would default to the ADR process.
- 5.14 In the Heritage Units' opinion, reliance on the Accidental Discovery Protocol Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) is an acceptable mitigation strategy for pre-1900 archaeological sites where the risk has been assessed as low by the project archaeologist. However, I agree with the HNZPT submission on NoR S4 (29 - submission point 16) that additional research is required to substantiate the HHA report recommendations that the ADR is the appropriate mitigation strategy.

⁶² Waka Kotahi P45 Heritage: Heritage Specification for Infrastructure, Delivery and Maintenance Draft for Consultation 11th April 2023. This specification sets out the minimum requirements and related procedures for the management of heritage in infrastructure delivery outlining standard procedures to be followed by Waka Kotahi and their agents.

⁶³ Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.

Table 6a-c. HNZPT Submission Summary

Table 6a. HNZPT Submission Summary Research and Assessment			
NoR	Submission	Point	Research and Assessment
S1	81	14	Neither the historic heritage assessment or archaeological assessment of the proposed alteration corridor have adequately addressed the actual or potential historic heritage features within the NoR S1 corridor or within the 200m buffer
S3	85	15	
S1	81	14	HNZPT notes the existing assessment appears to conflate historic heritage, built, and archaeological values, both referring to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise. The archaeological assessment in particular, other than referring to pre-1900 buildings as archaeological sites under the HNZPTA and definition of archaeological site under the AUP, does not identify relevant archaeological values associated with these buildings/structures/historic sites.
S2	40	11	
S3	85	14	
KS	19	12	There has not been an adequate historic heritage assessment of the proposed station(s) site.
HS	14	12	
S4	29	9	The archaeological assessment makes no reference as to any detailed review of pre-1900 historic maps/plans in the area proposed or review of buildings/structures located within the area to be covered by the extent of NoR S4. However, states that there are no archaeological or heritage sites, buildings, or places within this NoR, and that reliance on an accidental discovery protocol is appropriate.
S4	29	13	The 2021/2022 assessments of Heritage/Archaeology as part of the suite of supporting documents for NoR S4 do not provide the relevant identification and assessment of historic heritage values and effects on (built heritage) or pre-1900 features/buildings.
KS	19	19	
HS	14	19	
S1	81	17	Archaeological sites need to be clearly identified (NZAA record) in particular, pre-1900 buildings and structures along with their associated historic curtilage and area of subsurface potential.
S2	40	17	
S3	85	17	

S3	85	15-17	<p>There has not been an adequate historic heritage assessment of the proposed corridor.</p> <p>HNZPT concurs with the Council that total or substantial demolition or relocation would result in significant adverse effects. The retention of the Huapai Tavern, being the only scheduled building in its original location in this area is essential. Assessment and mitigation cannot be left until the detailed design stage. Noting also that historic buildings, such as the Tavern have not been recorded as archaeological sites or suitably assessed.</p> <p>The existing built heritage assessment has not provided an adequate assessment of the historic buildings and whether they are either archaeological sites or built heritage; what the heritage values are or the extents and curtilage that may be affected by the NoR.</p>
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Table 6 b. HNZPT Submission Summary Proposed Mitigation

NoR	Submission	Point	Mitigation
S1	81	19	The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.
S2	40	18	
S3	85	18	
S4	29	14	
KS	19	20	
HS	14	20	
HS	14	20	
NoR	Submission	Point	Historic Heritage Management Plan
S1	81	13,20	<p>HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.</p> <p>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.</p> <p>The HHMP duplicates HNZPTA 2014 statutory processes, such as an Archaeological Authority that will be required to be obtained before construction; and that should be included in the Outline Plan. 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</p>
S2	40	12-13,19	
S3	85	18-19,30	
KS	19	14-16,21	
HS	14	15-16,21	
NoR	Submission	Point	Accidental Discovery

S4	29	16-17	It is not appropriate to rely on an accidental discovery protocol as mitigation for the impact on historic heritage when it has not yet been determined if there is the potential for the presence of historic heritage and subsurface archaeology. 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
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Table 6c. HNZPT Submission Summary -Decision Sought			
NoR	Submission	Point	Remedy/ Decision sought
S1	81	22	More fulsome historic heritage assessments, using the appropriate expertise for these separate disciplines to clearly assess cultural, built heritage and archaeology of the area; to provide the appropriate advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
S2	40	21	
S3	85	21	
S4	29	18	
KS	19	23	
HS	14	23	
NoR	Submission	Point	Remedy/ decision sought
S4	29	20	The revised assessments review relevant pre-1900 historic maps/plans for the area that is proposed to be covered by the extent of NoR S4 and an appropriate built heritage review of any current structures/buildings within the NoR extent is undertaken inform effects and appropriate mitigation on historic heritage.
NoR	Submission	Point	Remedy /decision sought
S1	81	23-24	The objective of the HHMP is rewritten to remove all duplication of archaeological authority processes with the HNZPTA 2014.
S2	40	22-23	The purpose of the HHMP should be focussed on the provision details such as: <ul style="list-style-type: none"> • Roles, responsibilities, and contact details of the project personnel, Requiring Authority's representative, Mana Whenua in respect of heritage matters. • Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
S3	85	22-23	<ul style="list-style-type: none"> • Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect from construction works).
HS	14	25-26	<ul style="list-style-type: none"> • 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.
KS	19	25-26	<ul style="list-style-type: none"> • Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.

6.0 CULTURAL HERITAGE IMPLEMENTATION TEAM'S ASSESSMENT

6.1 This section sets out Auckland Council's Cultural Heritage Implementation Team's assessment of the impact of the proposed designations, as described in the submitted documents, against the provisions in the Auckland Unitary Plan Operative in part (updated 9 June 2023) and whether the application can be appropriately mitigated to give effect to s6(f) of the RMA.

6.2 The North West Strategic designations have the potential to affect archaeological features associated with fourteen recorded historic heritage sites associated with predominantly European settlement activity. These include:

NoR S1

- Presbyterian Church 1912 (CHI 3711)
- Historic house - Sun Kwong Takeaways (1940s) (CHI 3713) - with potentially earlier features
- Historic house (CHI 16387) - possibly 19th century
- Midden site/historic rubbish dump (CHI 13579/R11/2084)
- Fruit packing shed (post-1900) (CHI 16400)
- Potentially - 3 features associated with the Sinton Family Complex
 - Historic house (Sinton Homestead) (CHI 3486)
 - Historic house (Sinton Homestead) (CHI 3379)
 - Sinton Store and Butchery (pre-1900) (CH I20452/R11/3415)

NoR S2

- Huapai Tavern (1870s-present) (CHI 13234/AUP Schedule ID482). Subsurface curtilage within the Scheduled Extent of Place
- Huapai Tavern – associated features identified from 19th-century historic plans - likely within Main Road road reserve.
- Masonic Lodge – undated (CHI 16388)
- Railway cottage/residential undated (CHI 16385)

NoR S3; NoR KS and NoR HS

- Huapai Tavern (1870s-present) (CHI 13234/ AUP Schedule ID482). Subsurface curtilage within the Scheduled Extent of Place
- Kumeu Station House (dated from 1893 - but potentially later structures)
- Portage Railway Line (1887-1885) (CHI 15039/R11/1487)
- Historic House (potentially pre-1900) (CHI 16381)
- Railway cottage/residential undated (CHI 16385)

6.3 In addition, the HHA identifies that all the strategic designations intersect with or are adjacent to numerous navigable waterways where the potential for unidentified prehistoric settlement sites is assessed as high. A summary of the HHA assessment of effects, including omitted sites is presented in this memo and is provided in Table 7.

Definitions

- 6.4 There are significant inconsistencies between the HHA's and AEE in the nomenclature used and the mitigation strategies provided to manage potential effects on historic heritage. The HHA's nominates precautionary mitigation measures such as Accidental Discovery Protocols for low-risk environments or HNZPT authority applications for pre-1900 archaeological sites. No mitigation, apart from the possible relocation of affected built structures is nominated for potential post-1900 historic heritage. A number of the recorded sites identified in the HHA likely date to the early 20th century or haven't been assigned a date (Table 7). Conversely, the AEE states⁶⁴ that potential effects on historic heritage will be managed through the implementation of mitigation detailed in a Historic Heritage Management Plan (HHMP). The AEE also states that in formulating the HHMP, further research, and survey of each of the transport corridors, and specific heritage sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the wider Project footprint.⁶⁵
- 6.5 The term historic heritage encompasses substantially broader categories and features than an archaeological site (or pre-1900 archaeological sites) and is not limited by the inclusion of a *terminus ante quem* date. The RMA provides a statutory definition of historic heritage (outlined in paragraphs 3.5-3.7 above) and it is this definition that needs to be used when determining and mitigating the effects of a proposal for consenting/NOR purposes.
- 6.6 The terminology used in the HHA and the mitigation recommended for the project NoRs in the AEE and the HHA (and section 92 addendum report) should be consistent and requires revision.
- 6.7 Similarly, the report-specific numbering of archaeological/historic heritage sites [001, etc], rather than consistent use of the NZAA/CHI database references has the potential to add unnecessary confusion to the understanding and management of these sites. Confusion can, amongst other things, lead to accidental damage during construction. The report-specific number system should be updated to include accepted historic heritage and archaeological site reference numbers.

Recorded Historic Heritage, Field Survey, and Assessment

- 6.8 As highlighted in paragraph 4.3 (above), the assessment of historic heritage within and surrounding the proposed designation boundaries is based predominantly on historical research and with limited field surveys undertaken and only of public land. As a result, many of the designation areas were not systematically surveyed due to the lack of landowner approvals, project scale, and environment.
- 6.9 In the Heritage Units' opinion, the HHA, has not fully addressed the actual or potential historic heritage features within the Strategic NoR corridors or the 200m buffer zone, nor have the potential effects on recorded historic heritage been adequately described or assessed.

⁶⁴ AEE (Part B) section 28.1 Statutory Assessment (Table 28.1).

⁶⁵ HNZPT Act 2014 only administers pre-1900 archaeological sites.

- 6.10 Two recorded sites, CHI site 13579 midden site/historic rubbish dump (R11/2084) within NoR S1 and CHI site 15039 (Portage Railway R11/1487) within the NoR S3 designation extent have been omitted from the HHA. The latter has been included in the section 92 addendum report following comment from the Heritage Unit. However, the potential for visible or subsurface features associated with these heritage sites, their potential extents, their heritage values, and the extent of potential modification have not been assessed by the project.
- 6.11 NoR S3 and NoR KS as proposed will significantly adversely affect the scheduled extent of the Huapai Tavern (CHI 13234/AUP Schedule ID482). The HHA does not identify or adequately address relevant archaeological values associated with the tavern's scheduled Extent of Place. Any effects, potential or otherwise require clarification, and options for avoidance need to be outlined or at the least explored.
- 6.12 Similarly, 19th-century ancillary features associated with the Huapai Tavern identified from historic plans *outside of* the Scheduled Extent of Place and possibly affected by NoR S2 are not identified or discussed as part of the effects of this designation in the HHA.
- 6.13 In other instances, such as NoR S1, which sites are affected (Fruit Packing Shed CHI 16400) and/or the potential for effects on significant sites such as the Sinton settlement complex (including the Sinton Homestead CHI 3486, Sinton Homestead CHI 3379 and Sinton Store CHI 20452/R11/3415), are inconsistently and inadequately reported.
- 6.14 The HHA identifies the potential for effects of NoR S1-S3 on several historic houses (CHI 16387, 16385, 16381) that may date to the early settlement of the district. The potential archaeological/heritage values of these sites require assessment and delineation and the appropriate mitigation under the required Act to be nominated.
- 6.15 An often-reported Māori village settlement located in Kumeu dating to the musket war period (1820s) has also been overlooked by the HHA. This potentially significant site requires further research. Other areas identified around navigable waterways within the strategic designation areas (NoR S1-S3 and HS and KS) that are identified as high risk for prehistoric Māori settlement sites should also be fully examined.
- 6.16 In addition, the assessments provided for all the Strategic NoRs would benefit significantly from the incorporation of available recent archaeological research, field survey, and excavation to expand the assessment and/or support the risk assessment and mitigation proposed.
- 6.17 I understand that the draft proposed designation conditions reference further identification survey and assessment of historic heritage sites in the preparation of the HHMP and once further land is acquired by Auckland Transport/Waka Kotahi (and closer to detailed design). However, in the Heritage Units' opinion, the HHA (and section 92 addendum report) as submitted is not commensurate to the effects of the proposals nor does it conform to the standard for archaeological research and assessment as outlined in widely accepted historic heritage/archaeological assessment guidelines, such as; the HNZPT Archaeological Guidelines series No 2

Writing Archaeological Assessments or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects.⁶⁶

- 6.18 To ensure the HHA (and section 92 addendum report) documents are comprehensive in the identification and assessment of effects of the proposal on historic heritage sites and values, they require consolidation and amendment to include;
- relevant historic research including incorporation of recent archaeological research
 - the inclusion of omitted recorded and reported sites
 - clarity on the archaeological potential of all affected sites (including post 1900 historic heritage/archaeological sites)
 - an assessment of heritage values and significance using the AUP assessment criteria (RPS Section B5.2.2)
 - the correct/proposed mitigation including the condition to prepare an HHMP nominated by the project.
- 6.19 Without the provision of this required information in the HHA, then the applications are, as the HNZPT submission suggests, deferring the assessment of effects on known and potential heritage sites to the Outline Plan stage.

7.0 RECOMMENDATION

- 7.1 Subject to the provision of a consolidated and updated HHA as outlined above (at the NoR stage) I am supportive of the approach to managing historic heritage effects through the development and implementation of a Historic Heritage Management Plan as outlined in the proposed draft conditions.

8.0 CONDITIONS AND ADVICE NOTES

- 8.1 The following condition is recommended to attach to the Supporting Growth North West Strategic Designations:
- That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series No 2 *Writing Archaeological Assessments* and/or the Waka Kotahi Guideline 1 *Historic Heritage Impact Assessment Guide for State Highway Projects templates*.

⁶⁶ A). HNZPT Archaeological Guidelines series No 2 Writing Archaeological Assessments July 2019 ISBN 978-1-877563-36-2 (online) ISSN 1179-6413. B). Waka Kotahi. March 2015, Version 1, FINAL. Historic Heritage Impact Assessment Guide for State Highway Projects Guideline 1: Transport Agency archaeological assessment report template sections 7,8,9,10,11.

9.0 REVIEW

Memo reviewed by:

Chris Mallows – Team Leader Cultural Heritage
Implementation, Heritage Unit.

Signature:

Date:

28/6/2023

Table 7. Summary of identified Historic Heritage Effects. *Potential effects on sites highlighted in grey are unclear and require clarification.*

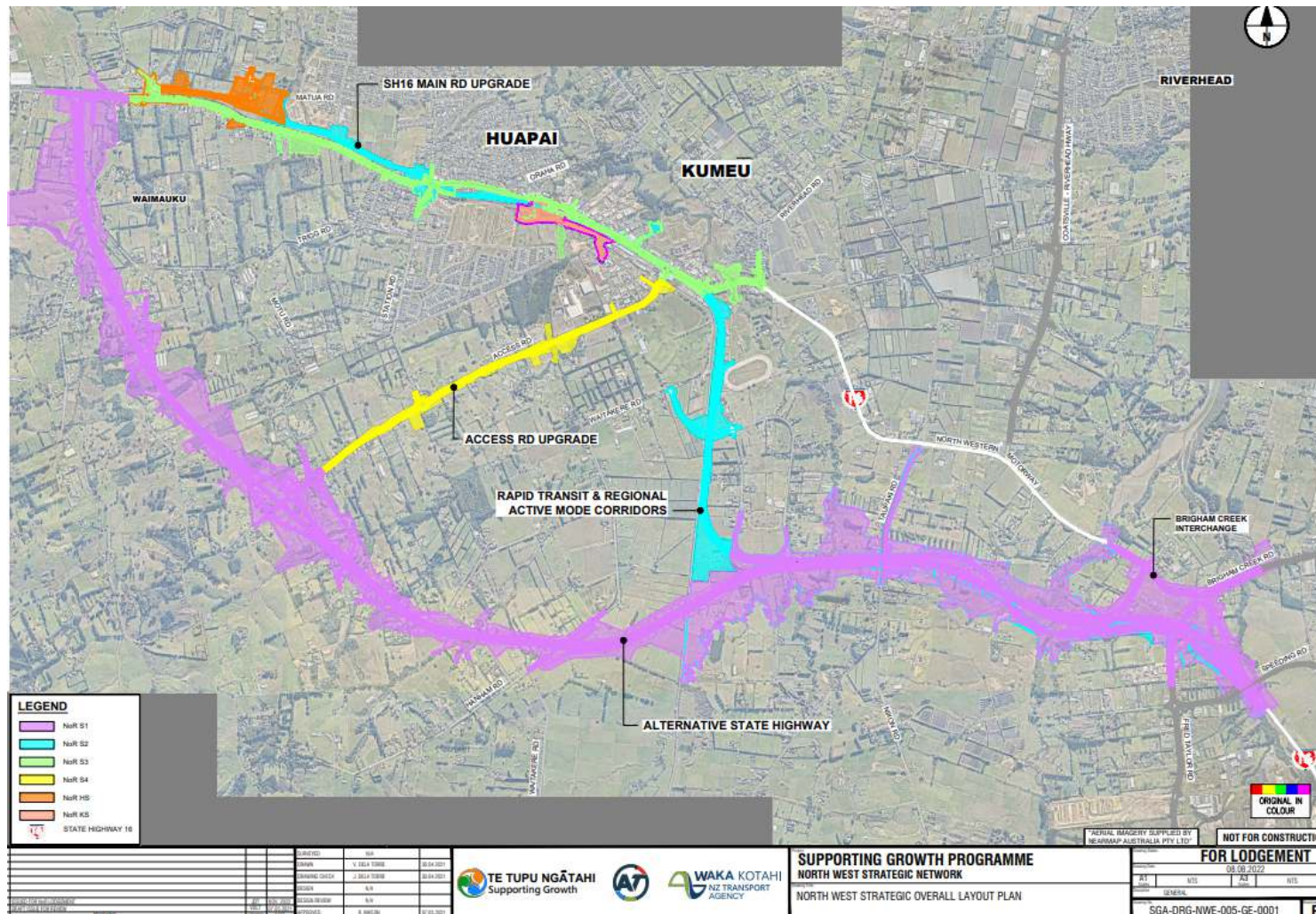
Notice	CHI	NZAA	Heritage Site	Heritage Affects	Potential	Location	Mitigation strategy
NW Strategic							
NoR S1	3711	n/a	Presbyterian Church (1912)	Unknown	Low	Corner of Brighams Creek Road and SH16	HHMP HNZPT Authority
	3713	n/a	Historic house-Sun Kwong Takeaways (1940s)- with potentially earlier features	Demolition?	Low	183 SH16- partially within NoR 1 extent	HHMP HNZPT Authority
	16387	n/a	Historic House (possibly 19 th century)	Demolition/removal	High	2 Pomona Road	HHMP HNZPT Authority
	16400		Fruit packing shed (post-1900)	Demolition/removal?	Unclear	81 Foster Road	Unclear
	13579	R11/2084	Midden/historic artefact dump	Unknown	Potentially affected	Brigham Creek Road Bridge (Brigham Creek Road)	Omitted
	Historic Heritage within 200m Buffer zone of NoR S1						
	3486		Historic house (Sinton Homestead)	Unclear	Unclear	222a SH16	Omitted
	3379		Historic house (Sinton Homestead)	Unclear	Unclear	191 SH16	Omitted
	20452	R11/3415	Sinton Store Location (pre-1900)	Unclear	Unclear	191 SH16	Omitted
	n/a	n/a	Unidentified prehistoric settlement	Unknown	High		HHMP

Notice	CHI	NZAA	Heritage Site	Heritage Affects	Potential	Location	Mitigation strategy
						Totara Creek, Kumeu, Ahukuramu, and the Nongetepara Stream crossings	HNZPT Authority
NoR S2	13234 (AUP Schedule ID482)	n/a	Huapai Tavern (1870s-present)	Likely. Sub-surface curtilage within the scheduled Extent of Place	High	301 Main Road	HHMP HNZPT Authority
	13234		Huapai Tavern – associated features identified from historic plans- Stables	Curtilage identified from 19 th -century plans are located on or around Main Road are potentially affected	Unclear	Main Road – Huapai. Associated curtilage identified from 19 th -century plans are located on or around Main Road are potentially affected	HHMP HNZPT Authority
	13242 (Schedule 14 ID-483)	n/a	Railway Goods Shed- (potentially 19 th -century structure)	Yes	None	37 Main Road	HHMP HNZPT Authority
	16388	n/a	Masonic Lodge - undated	Curtilage -potentially	Low	74 main Road	HHMP HNZPT Authority
	16385	n/a	Railway cottage/residential (undated)	Curtilage -Potentially	Low	7 Main Road	HHMP HNZPT Authority
	n/a	n/a	Unidentified prehistoric settlement	Unknown	High	Kumeū, Tukakaiweraka, and an unnamed Stream crossing	HHMP HNZPT Authority
			n/a			High	301 Main Road

Notice	CHI	NZAA	Heritage Site	Heritage Affects	Potential	Location	Mitigation strategy	
NoR S3; NoR KS and NoR HS	13234 (AUP Schedule ID482)		Huapai Tavern (1870s - present)	Yes – curtilage and buildings within NoR 3 and NoR KS extent			HHA-Retain original tavern buildings to create a heritage precinct adjacent Kumeu Rapid Transport Station	
							HNZPT Authority	
							Public dissemination of archaeological results	
							AEE-Relocation to heritage precinct	
	13242 (Schedule 14 ID-483)	n/a		Railway Goods Shed (potentially 19 th -century structure)	Yes – within NoR S3 extent	High	37 Main Road	Relocation
								HNZPT Authority
								HHMP
	n/a	n/a		Kumeu Station House (dated from 1893 - but potentially later structures)	Potentially	Medium	321a Main Road	HNZPT Authority
								HHMP
	15039		R11/1487	Portage Railway Line (1887-1885)	Yes –surviving embankment likely affected	High	7 Main Road	HNZPT Authority
								HHMP
	16381		n/a	Historic House (potentially pre-1900)	Yes – demolition or relocation	High	42 Boord Crescent	HNZPT Authority
HHMP								
16385		n/a			Low	7 Main Road	HNZPT Authority	

Notice	CHI	NZAA	Heritage Site	Heritage Affects	Potential	Location	Mitigation strategy
			Railway cottage/residential (undated)	Curtilage potentially affected			HHMP
	n/a	n/a	Unidentified prehistoric settlement	Unknown	High	Nongetepara and Turakiawatea, Stream and an unnamed tributary of Kumeū River	HHMP HNZPT Authority
NOR S2, S3, KS, HS	n/a	n/a	Musket war era village (1820s)	Unknown	unknown	Kumeū	Omitted

Appendix 1: Location of the Strategic Designations.



North West Strategic NoRs Source AEE (Part A).

Appendix 2: Proposed conditions

North West Strategic

Proposed Conditions

Abbreviations and definitions

Acronym / Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received. (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council

Acronym / Term	Definition
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project: <ul style="list-style-type: none"> (a) Te Kawerau a Maki (b) Ngāti Whātua o Kaipara (c) Te Ākitai Waiohū (d) Ngāti Whanaunga
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.

Acronym / Term	Definition
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: <i>Acoustics – Road-traffic noise – New and altered roads</i> .
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan

Conditions

No.	Condition
1	<p>Activity in General Accordance with Plans and Information</p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> i. the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; ii. the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
2	<p>Project Information</p> <p>(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated construction timeframes; (iii) contact details for enquiries; (iv) a subscription service to enable receipt of project updates by email; and (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
3	<p>Designation Review</p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:</p> <p>(b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</p> <p>(c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</p>
4	<p>Lapse</p> <p>(a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</p>
5	<p>Network Utility Operators (Section 176 Approval)</p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
6	<p>Outline Plan</p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:</p> <ul style="list-style-type: none"> (i) Construction Environmental Management Plan; (ii) Construction Traffic Management Plan; (iii) Construction Noise and Vibration Management Plan; (iv) Urban and Landscape Design Management Plan;

No.	Condition
	<ul style="list-style-type: none"> (v) Historic Heritage Management Plan; (vi) Ecological Management Plan; and (vii) Tree Management Plan.
7	<p>Management Plans</p> <ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and / or Stage of Work to which it relates; (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> a. Been incorporated; and b. Where not incorporated, the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; (vi) Once finalised, uploaded to the Project website or equivalent virtual information source; (b) Any management plan developed in accordance with Condition 6 may: <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision. (c) Any material changes to the SCEMPs, are to be submitted to the Council for information.
8	<p>Cultural Advisory Report</p> <ul style="list-style-type: none"> (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project. (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: <ul style="list-style-type: none"> (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project; (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values; (iii) Identifies traditional cultural practices within the area that may be impacted by the Project; (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area; (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14; (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making. (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable. (d) Conditions 8(b) and (c) above will cease to apply if: <ul style="list-style-type: none"> (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.
9	<p>Urban and Landscape Design Management Plan (ULDMP)</p> <ul style="list-style-type: none"> (a) A ULDMP shall be prepared 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) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:

No.	Condition
	<ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment. <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version; (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version; (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (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), natural environment, landscape character and open space zones; (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections; (iii) Promotes inclusive access (where appropriate); and (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> 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. <p>(e) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (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 walking and cycling facilities and public transport; and (iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses; h. Historic heritage places with reference to the HHMP; i. Reinstatement of construction and site compound areas, driveways, accessways and fences; <p>(f) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan and Ecological Management Plan. 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 Conditions 22 and 23; 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: <ul style="list-style-type: none"> 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.

No.	Condition
	<p>Advice Note:</p> <p><i>This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
10	<p>Flood Hazard</p> <p>(a) The Project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> (i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding; (ii) no more than a 10% reduction in freeboard for existing authorised habitable floors; (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling; (iv) no new flood prone areas; (v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
11	<p>Construction Environmental Management Plan (CEMP)</p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) procedures for incident management; (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses; (ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (x) procedures for responding to complaints about Construction Works; and (xi) methods for amending and updating the CEMP as required.
12	<p>Stakeholder Communication and Engagement Management Plan (SCEMP)</p> <p>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua; (iv) a list of stakeholders, organisations (such as community facilities),_businesses who will be engaged with and the methods for engagement; (v) identification of the properties whose owners will be engaged with; (vi) methods and timing to engage with landowners whose access is directly affected;

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	<p>(vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and</p> <p>(viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</p> <p>(b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
13	<p>Complaints Register</p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate; (iv) The outcome of the investigation into the complaint; (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
14	<p>Cultural Monitoring Plan</p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice Note: <i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</i></p>
15	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads; (vi) methods to maintain vehicle access to property and / or private roads where practicable, or to provide alternative access arrangements when it will not be;

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	<p>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and</p> <p>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).</p> <p>(ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.</p>																																																										
16	<p>Construction Noise Standards</p> <p>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</p> <p>Table 16.1: Construction noise standards</p> <table border="1" data-bbox="279 656 1195 1529"> <thead> <tr> <th data-bbox="279 656 509 719">Day of week</th> <th data-bbox="509 656 738 719">Time period</th> <th data-bbox="738 656 968 719">L_{Aeq}(15min)</th> <th data-bbox="968 656 1195 719">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="279 719 1195 781" style="text-align: center;">Occupied activity sensitive to noise</td> </tr> <tr> <td data-bbox="279 781 509 974" rowspan="4">Weekday</td> <td data-bbox="509 781 738 844">0630h - 0730h</td> <td data-bbox="738 781 968 844">55 dB</td> <td data-bbox="968 781 1195 844">75 dB</td> </tr> <tr> <td data-bbox="509 844 738 907">0730h - 1800h</td> <td data-bbox="738 844 968 907">70 dB</td> <td data-bbox="968 844 1195 907">85 dB</td> </tr> <tr> <td data-bbox="509 907 738 969">1800h - 2000h</td> <td data-bbox="738 907 968 969">65 dB</td> <td data-bbox="968 907 1195 969">80 dB</td> </tr> <tr> <td data-bbox="509 969 738 1032">2000h - 0630h</td> <td data-bbox="738 969 968 1032">45 dB</td> <td data-bbox="968 969 1195 1032">75 dB</td> </tr> <tr> <td data-bbox="279 1032 509 1167" rowspan="4">Saturday</td> <td data-bbox="509 1032 738 1095">0630h - 0730h</td> <td data-bbox="738 1032 968 1095">55 dB</td> <td data-bbox="968 1032 1195 1095">75 dB</td> </tr> <tr> <td data-bbox="509 1095 738 1158">0730h - 1800h</td> <td data-bbox="738 1095 968 1158">70 dB</td> <td data-bbox="968 1095 1195 1158">85 dB</td> </tr> <tr> <td data-bbox="509 1158 738 1220">1800h - 2000h</td> <td data-bbox="738 1158 968 1220">45 dB</td> <td data-bbox="968 1158 1195 1220">75 dB</td> </tr> <tr> <td data-bbox="509 1220 738 1283">2000h - 0630h</td> <td data-bbox="738 1220 968 1283">45 dB</td> <td data-bbox="968 1220 1195 1283">75 dB</td> </tr> <tr> <td data-bbox="279 1283 509 1364" rowspan="4">Sunday and Public Holidays</td> <td data-bbox="509 1283 738 1346">0630h - 0730h</td> <td data-bbox="738 1283 968 1346">45 dB</td> <td data-bbox="968 1283 1195 1346">75 dB</td> </tr> <tr> <td data-bbox="509 1346 738 1408">0730h - 1800h</td> <td data-bbox="738 1346 968 1408">55 dB</td> <td data-bbox="968 1346 1195 1408">85 dB</td> </tr> <tr> <td data-bbox="509 1408 738 1471">1800h - 2000h</td> <td data-bbox="738 1408 968 1471">45 dB</td> <td data-bbox="968 1408 1195 1471">75 dB</td> </tr> <tr> <td data-bbox="509 1471 738 1534">2000h - 0630h</td> <td data-bbox="738 1471 968 1534">45 dB</td> <td data-bbox="968 1471 1195 1534">75 dB</td> </tr> <tr> <td colspan="4" data-bbox="279 1364 1195 1426" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td data-bbox="279 1426 509 1529" rowspan="2">All</td> <td data-bbox="509 1426 738 1489">0730h - 1800h</td> <td data-bbox="738 1426 968 1489">70 dB</td> <td data-bbox="968 1426 1195 1489"></td> </tr> <tr> <td data-bbox="509 1489 738 1529">1800h - 0730h</td> <td data-bbox="738 1489 968 1529">75 dB</td> <td data-bbox="968 1489 1195 1529"></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise standards set out in Table 16.1 is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.</p>	Day of week	Time period	L _{Aeq} (15min)	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB	0730h - 1800h	55 dB	85 dB	1800h - 2000h	45 dB	75 dB	2000h - 0630h	45 dB	75 dB	Other occupied buildings				All	0730h - 1800h	70 dB		1800h - 0730h	75 dB	
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17	<p>Construction Vibration Standards</p> <p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table CNV2 Construction vibration criteria</p> <table border="1" data-bbox="256 439 1378 947"> <thead> <tr> <th>Receiver</th> <th>Details</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied Activities sensitive to noise</td> <td>Night-time 2000h - 0630h</td> <td>0.3mm/s ppv</td> <td>1mm/s ppv</td> </tr> <tr> <td>Daytime 0630h - 2000h</td> <td>1mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>Daytime 0630h - 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td rowspan="2">All other buildings</td> <td>At all other times Vibration transient</td> <td>5mm/s ppv</td> <td>BS 5228-2* Table B2</td> </tr> <tr> <td>At all other times Vibration continuous</td> <td>5mm/s ppv</td> <td>BS 5228-2* 50% of Table B2 values</td> </tr> </tbody> </table> <p><i>* Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria</i></p> <p><i>**BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i></p> <p>(b) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
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18	<p>Construction Noise and Vibration Management Plan (CNVMP)</p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates;</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) Description of the works and anticipated equipment / processes; (ii) Hours of operation, including times and days when construction activities would occur; (iii) The construction noise and vibration standards for the project; (iv) Identification of receivers where noise and vibration standards apply; (v) A hierarchy of management and mitigation options including any requirements to limit night and works during other sensitive times, including Sundays and public holidays as far as practicable; (vi) Methods and frequency for monitoring and reporting on construction noise and vibration; (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) Contact details of the Project Liaison Person; (ix) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; 																						

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	<ul style="list-style-type: none"> (x) Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites. (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition 18(c)(x) CNVMP]. (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B day time levels; (xiii) Procedures for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration. (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; (xv) Requirements for review and update of the CNVMP.
19	<p>Schedule to a CNVMP</p> <ul style="list-style-type: none"> (a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when: <ul style="list-style-type: none"> (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16; (ii) Construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 17; (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as: <ul style="list-style-type: none"> (i) Construction activity location, start and finish times; (ii) The nearest neighbours to the construction activity; (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance; (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why; (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vi) Location, times and types of monitoring. (c) The Schedule shall be submitted to the Manager for information at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be considered by the Requiring Authority prior to implementation of the Schedule; (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.
20	<p>Historic Heritage Management Plan (HHAMP)</p> <ul style="list-style-type: none"> (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures; (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded; (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters

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	<p>including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</p> <ul style="list-style-type: none"> (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version; (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access (x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; (xi) Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14; and (xii) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) and Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to: <ul style="list-style-type: none"> A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the buildings; B. appropriately re-locate the buildings within the footprint of designation in a manner that respects the heritage value of the buildings; C. identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building; and D. identify long term protection management of heritage elements of the buildings (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
	<p>Accidental Discoveries</p> <p>Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.</p> <p>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].</p>
21	<p>Pre-Construction Ecological Survey</p> <ul style="list-style-type: none"> (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by: <ul style="list-style-type: none"> (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2 are still present; (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines. (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).
22	<p>Ecological Management Plan (EMP)</p> <ul style="list-style-type: none"> (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on

No.	Condition
	<p>the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include: <ul style="list-style-type: none"> a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats; b. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat; d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding; e. where mitigation to minimise effects is not practicable, details of any offsetting proposed. (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include: <ul style="list-style-type: none"> a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable. b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity; d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include: <ul style="list-style-type: none"> i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and v. minimising light spill from construction areas into Wetlands <p>(b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.</p> <p>Advice Notes:</p> <p><i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> (a) <i>Stream and / or wetland restoration plans;</i> (b) <i>Vegetation restoration plans; and</i> (c) <i>Fauna management plans (e.g. avifauna, herpetofauna, bats).</i>
23	<p>Tree Management Plan</p> <ul style="list-style-type: none"> (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan. (c) The Tree Management Plan shall: <ul style="list-style-type: none"> (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include: <ul style="list-style-type: none"> a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9);

No.	Condition
	<ul style="list-style-type: none"> b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. <p>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</p>

Appendix 3K
Social Impact Review

6 April 2023

To: Reporting Planner (dependent on package)
 From: Hilary Konigkramer, Social Impact Specialist – WSP NZ Limited

Subject: Supporting Growth Alliance – (Strategic) – Social Impact Assessment

1.0 Introduction

1.1 I have undertaken a review of the Strategic Notices of Requirements lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to social impact effects.

Summary of qualifications:

Hilary holds a Bachelor of Social Science (Honours) and has over 20 years’ consulting experience across a wide variety of sectors. She is an experienced Social Impact Assessment practitioner, having conducted Social Impact Assessment studies for complex and large-scale projects using the internationally recognised best practice assessment framework developed by the International Association for Impact Assessment (IAIA).

1.2 In writing this memo, I have reviewed the following documents:

- North West Strategic - Social Impact Assessment, December 2022, Version 1
- North West Strategic - Social Impact Assessment Addendum, January 2023, Version 1
- North West Strategic – Assessment of Effects on the Environment, Volume 2, December 2022, Version 1 (relevant sections relating to social impacts only)
- North West Strategic – Proposed Conditions

2.0 Key Social Issues

A summary of the key social issues for the notices of requirement is provided in the table below. It has been assumed that the social relevance of the Section 171(1)(a) Planning Provisions (i.e. National Policy Statements and AUP:OP statutory assessment) has been considered by the Resource Management Planners.

Notice of requirement (number and name)	Issue
S1 – Alternative State Highway	Summary of key social issues: 1. Social Benefits (Positive impacts) The Assessment of Effects on the Environment (AEE, December 2022) presents the key project objectives as (1) supporting planned growth, (2) reliable resilient connections, (3) transport choice, and (4) safety. The AEE identifies that the implementation of the identified projects within the NW Strategy Package will have the following social benefits: <ul style="list-style-type: none"> • Provision of a safe, efficient, and reliable transport network to support planned urban growth • Improved connectivity resulting in improved access to economic and social opportunities • Contribution to sustainable outcomes by supporting mode shift by providing a choice of transport options, and by providing resilient infrastructure. • Improving wellbeing and liveability of places.
S2 – SH16 Main Road	
S3 – Rapid Transit Corridor	
KS – Kūmeu Rapid Transit Station	
HS – Huapai Rapid Transit Station	
S4 – Access Road	

The Social Impact Assessment (SIA) Addendum (Jan 2023) identifies the following key potential positive social impacts of the project that will be realised during the operational phase:

- Reduced traffic congestion and improved resilience of the transport network, making it easier for people to move around.
- Improved connectivity and access to friends, family and amenities.
- Reduced safety risks for cyclists and pedestrians.
- Provision of dedicated walking and cycling facilities making it easier for people to move around.
- Improved quality of the environment through reduced traffic congestion, improved safety and provision of more pedestrian friendly streetscapes.

2. Social Consequences (Negative Impacts)

The SIA Addendum (January 2023) identifies the following key potential negative social impacts in respect of each of the NoR applications. Those impacts rated **moderate and high (pre-mitigation)** are summarised below:

NoR S1 – Alternative State Highway incl. Brigham Creek Interchange

- Stress and anxiety for some landowners and businesses due to the uncertainty of the nature and timing of land acquisition [Route Protection Phase]
- Reduction in peoples' ability to use Fred Taylor Park for both organised and informal recreation during construction period (two playing fields are within the current designation envelope) [Construction Phase]
- A permanent increase in ambient noise (from having a new state highway running through a previously quiet rural area) in the rural zoned areas along the corridor may detract from the quality and amenity of the environment [Operational Phase]

NoR S2 – State Highway 16 Main Road Upgrade

- Business owners may decide not to renew leases due to uncertainty of when they will need to relocate – this could reduce the amenity and quality of the environment of Main Road if there are vacant properties for a period of time [Route Protection Phase]
- Business owners could experience stress and anxiety due to the uncertainty of the future of their businesses along Main Road (i.e. when they will need to relocate and how this aligns with their current/future lease agreement) [Route Protection Phase]
- Construction traffic, delays could make it more difficult for people to move through the area for their daily needs – SH16 is already regularly congested so any further delays could lead to very long journey times for some people [Construction Phase].
- Construction traffic/delays could make it harder for people to visit family, friends and access community services and facilities (such as activities at Huapai Domain or Kumeū Community Centre) [Construction Phase]

	<ul style="list-style-type: none"> • Business owners could experience stress and anxiety if patronage decreases for an ongoing period during construction [Construction Phase] <p>NoRs S3, KS, and HS (Rapid Transit Corridor and Regional Active Mode Corridor, Kumeū Rapid Transit Station and Huapai Rapid Transit Station)</p> <ul style="list-style-type: none"> • Business owners within the designation envelope may decide not to renew leases due to uncertainty of when they will need to relocate – this could reduce the amenity and quality of the environment of Main Road if there are vacant properties for a period of time [Route Protection Phase] • Business owners could experience stress and stress and anxiety due to the uncertainty of the future of their businesses along Main Road (i.e. when they will need to relocate and how this aligns with their current / future lease agreement) [Route Protection Phase] • Landowners / renters within the designation envelope could feel stress, uncertainty, and anxiety if they do not have enough clarity around the anticipated timing of construction and property acquisition [Route Protection Phase] • Parts of Huapai Domain will be unable to be used during construction, and access from SH16 will be closed to the public. The park may be temporarily out of action for informal and formal recreation, including for Kumeū Cricket Club and West Coast Rangers Football Club [Construction Phase] • Temporary inability to use Huapai Domain for organised and / or informal recreation could limit people’s ability to connect with others through sport and recreation [Construction Phase] • If business patronage along Main Road reduces temporarily during construction (as a result of additional traffic congestion / diversions, noise and vibration), business owners could experience stress and anxiety about their ability to continue operating [Construction Phase] • Reduction in available land at Huapai Domain (designation envelope covers a section of the Domain which includes part of football fields, tennis courts, club rooms and carparks) will mean less space for organised and informal recreation at the Domain, which is currently very well used [Operational Phase] • Loss of available space at Huapai Domain could reduce the ability of the community to connect through organised and informal sport. In particular, the removal of the existing clubroom facility (which is within the designation envelope) would mean the loss of an informal community hub for sports clubs and community events [Operational Phase] • Loss of available space at Huapai Domain could result in fewer opportunities for people to exercise through both formal and informal recreation [Operational Phase] <p>NoR S4 – Access Road Upgrade</p> <ul style="list-style-type: none"> • Uncertainty for landowners and businesses within the designation envelope (re when acquisition will be occurring and how it will impact them) could cause stress and anxiety [Route Protection Phase]
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	<ul style="list-style-type: none"> • Construction traffic, delays and diversions could make it more difficult for people to move through the area for their daily needs, particularly to access businesses and services along Access Road such as Kumeū Showgrounds, Kumeū Community Centre and Kumeū Industrial area [Construction Phase] • Potential for activities at the Kumeū Community Centre to be temporarily paused if construction blocks access to the Centre, is too noisy for classes to occur in the Centre or removes access to carparking [Construction Phase] • If Kumeū Community Centre is temporarily unusable during construction, people could lose opportunities to connect with others through events and regular classes / sport activities at the Centre [Construction Phase] • Construction noise and vibration could cause stress and anxiety for some residents in close proximity to the construction works (temporarily) particularly if noise and vibration disrupt activities such as sleeping [Construction Phase] • Removal of carparking from the Kumeū Community Centre may limit some people's ability to access the centre – particularly the elderly or those with mobility issues. This could limit some people's opportunities for connecting with others in the community [Operational Phase]
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3.0 Supporting Growth Alliance assessment

Notice of requirement (number and name)	Assessment
S1 – Alternative State Highway	<p>1. Methodology</p> <p>The SIA methodology consisted of the following:</p> <ol style="list-style-type: none"> (1) Scoping and contextualisation (2) Information gathering (3) Determining the social area of influence (4) Impact identification (5) Assessment of impacts (6) Mitigation and management recommendations <p>The methodology used for the SIA (December 2022) and SIA Addendum (January 2023) is based on the Waka Kotahi SIA Guidelines and international best practice, namely the International Association for Impact Assessment (IAIA) SIA Guideline.</p> <p>Engagement, and the collection of primary data, is a key feature of a robust and defensible SIA. The North West Strategic SIA leans heavily on the broader engagement undertaken as part of the Programme, with 5 stakeholder interviews having been undertaken with community organisations and stakeholders (Kumeū Community Centre, Kumeū Showgrounds, Matua Ngaru School, Kumeū Cricket Club, and West Coast Rangers Football Club) as SIA specific engagement. Whilst engagement to support the SIA study is limited, the SIA Addendum does provide additional engagement detail, identifying key engagement themes relevant to the SIA and providing a summary of the outcomes of interviews held.</p>
S2 – SH16 Main Road	
S3 – Rapid Transit Corridor	
KS – Kūmeu Rapid Transit Station	
HS – Huapai Rapid Transit Station	
S4 – Access Road	

The SIA Addendum provides a comprehensive assessment of the social impacts, in line with international best practice, which has added significant value to the overall study outcomes.

Based on the additional information provided in the SIA Addendum, the SIA methodology is considered acceptable.

2. Social Impacts Identified

Social impacts were identified for all phases of the project:

- Route Protection Phase
- Construction Phase
- Operational Phase

Both positive and negative impacts were identified within the recognised social impact categories applicable to this package of projects:

- Way of life
- Community
- Health and wellbeing
- Quality of the environment and amenity
- Fears and aspirations

A summary of the key positive and negative social impacts associated with the NW Package is provided in **Section 2.0** above.

3. Assessment

The SIA Addendum (January 2023) provides a detailed assessment of the potential social impacts for each of the projects in the NW Strategic Package.

Whilst some areas of improvement with the method of assessment were identified, it was determined that these are unlikely to significantly affect the overall assessment outcomes. The assessment method and overall outcomes are accepted is adequate.

4. Conclusions Reached

The SIA (December 2022) concludes that the North West Package will have high positive impacts on the wider and regional communities by improving network resilience and connectivity in West Auckland and reducing traffic congestion for commuters.

A summary of the conclusions contained in the SIA (December 2022) in respect of each of the NoR's is provided below:

NoR S1 – Alternative State Highway incl. Brigham Creek Interchange

Positive impacts:

- Provision of a new connection in the North West transport network that will facilitate the movement of people through the area, and connecting people to employment, education, business and recreation
- Improved way of life and community connectivity
- Improved travel times and reduced stress relating to commuting

- Provision of transport linkages that support for projected future growth in the area
- Provision of an additional transport choice that reduces traffic congestion and encourages the move to public or active modes of transport.
- At a local scale – improved community connectivity and way of life by improving access through the community and potentially reducing traffic congestion.

Negative impacts:

- Permanent acquisition of land at Fred Taylor Park impacting on 2 of the 5 fields at the park, reducing the training space for the West Coast Rangers Football Club and reducing the informal and recreation space for the wider community.
- At a local scale – disruption to way of life, community character and quality of the environment as a result of noise, vibration, light pollution and visual bulk of the highway during the operational phase in an environment that is currently predominantly rural.

NoR S2 – State Highway 16 Main Road Upgrade

Positive impacts:

- Improved movement along Main Road and provision of safe transport choices (walking and cycling) into the town centre and connecting into the wider walking and cycling network.
- Facilitate improvements to the Kumeū – Huapai town centre and provide an important connection through this community that can accommodate and facilitate future growth

Negative impacts:

- Disruption to people’s movements during construction phase, adversely impacting wider and local community’s ability to move through the area, making it harder to connect to employment, education, business, recreation and social events in the North West.
- Noise and vibration and traffic congestion will impact the local community’s way of life during the construction period

NoRs S3, KS, and HS (Rapid Transit Corridor and Regional Active Mode Corridor, Kumeū Rapid Transit Station and Huapai Rapid Transit Station)

Positive impacts:

- Improved connectivity through the community, assisting people to access goods, service, employment, education and connecting to friends and family
- Provision of public transport and active mode infrastructure.
- Improved Kumeū – Huapai town centre from the provision of the RTC and RAMC which will provide transport choice to the community, direct connections, and facilitate future growth.

Negative impacts

- Construction impacts from the RTC/RAMC will be experienced along SH16 / Main Road and surrounding

rural roads. This has the potential to disrupt traffic flows and therefore peoples' movements through the area, adversely impacting their ability to access goods and services and connect to recreation, employment, education, and social events throughout the North West.

- Temporary reduction in the quality of the environment and way of life due to noise, vibration and additional traffic movements during the construction phase (particularly for those in the rural community).
- Significant impact on Huapai Domain during construction as parts of the Domain will become unusable to the public. This facility is currently well used and will be more heavily used as the population grows)
- Potential severance amongst the rural community, as well as a change in outlook for some rural properties in the operational phase.
- It is recommended that an alternative sports and recreation facility is provided within the wider community, to address the loss of recreational facilities in the operational phase.

NoR S4 – Access Road Upgrade

Overall considered to have low negative impacts as the upgrades are fairly small scale (road widening, addition of walking and cycling facilities)

Positive impacts

- Improved connectivity between ASH and SH16
- Provision of safe, separated walking and cycling infrastructure will assist the local community to use active modes (including access via walking and cycling to the Kumeū Community Centre)
- Improved connectivity between businesses along the northern end of Station Rd and the RTC and ASH.
- Reduced congestion along the northern end of Station Rd.

Negative impacts

- Removal of carparking at the Kumeū Community Centre may impact peoples' ability to access community facilities

5. Mitigation Measures Identified

The SIA (December 2022) and the SIA Addendum (January 2023) identify measures to mitigate adverse social and community effects. These are applicable to all of the NoR's:

Pre-construction Phase:

- Provision of accurate and up to date information is proposed via a project website or equivalent

Construction Phase:

- Stakeholder, Communication and Engagement Management Plan (SCEMP)
- Construction disruptions to be mitigated through the management plan framework proposed. Management plans include: (i) Construction Traffic Management Plan, (ii) Construction Environment Management Plan (iii) Construction Noise and Vibration Management Plan
- Complaints register with a dedicated contact number
- Engagement with each affected community facility

Operational Phase:

- Continuation of public information updating the community of status of projects

The mitigation and management measures identified in the SIA Addendum (January 2023) are considered adequate, with the exception of the mitigation identified for the impact on, and loss of, recreational facilities. The mitigation identified is as follows:

In respect of Fred Taylor Park - NoR S1:

Construction Phase Impacts:

Reduction in peoples' ability to use Fred Taylor Park for both organised and informal recreation during construction period (two playing fields are within the current designation envelope).

Construction Phase Mitigation:

"Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be determined following detailed design."

Operational Phase Impacts:

Permanent acquisition of two training fields at Fred Taylor Park will reduce amount of space that (1) the West Coast Rangers Club has for training and game days, and (2) the community has for informal exercise and recreation.

Operational Phase Mitigation:

"Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be determined following detailed design."

In respect of Huapai Domain – NoR S3:

Construction Phase Impacts:

Parts of Huapai Domain will be unable to be used during construction, and access from SH16 will be closed to the public. The park may be temporarily out of action for both informal and formal recreation, including for Kumeū Cricket Club and / or West Coast Rangers Football Club.

Construction Phase Mitigation:

"Discussions are currently underway with Auckland Council Parks – a preferred mitigation option for Huapai Domain will be finalised during detailed design."

It is recommended that West Coast Rangers and Kumeū Cricket Club are consulted on the draft mitigation option."

Operational Phase Impacts:

Reduction in available land at Huapai Domain (designation envelope covers a section of the Domain which includes parts of football fields, tennis courts, club rooms and carparks) will mean less space for organised and informal recreation at the Domain, which is currently very well used.

Operational Phase Mitigation:

“At the time this SIA was prepared discussions were underway with Auckland Council around appropriate mitigation for Huapai Domain – such as a reconfiguration of facilities at the Domain to allow activities to continue.

In addition to these ongoing conversations it is recommended that the West Coast Rangers and Kumeū Cricket Clubs are consulted to understand their needs with regards to the Domain and how these can be incorporated into the design of the preferred solution.”

It is recommended that the mitigation identified be revisited, as ‘conversations’ and ‘discussions’ are not considered adequate mitigation.

6. Proposed Conditions

The Conditions that relate to the mitigation identified in the SIA are as follows:

Condition 3: Project Information requires a project website to be established within 12 months of the date the designation is included in the AUP.

Condition 7: Outline Plan requires all management plans to be included in the Outline Plan (with the exception of the SCEMPs)

Condition 8: Management Plans requires management plans to be submitted as part of an Outline Plan with the exception of SEMPS and CNVMP schedules.

Condition 14: Construction Environment Management Plan (CEMP) states that a CEMP shall be prepared prior to the start of construction of each stage of work and outlines the objective and content requirements of the CEMP.

Condition 15: Stakeholder Communication and Engagement Management Plan (SCEMP) states that a SCEMP shall be prepared prior to the start of construction for each stage of work and outlines what the SCEMP should include.

Condition 16: Complaints Register specifies the requirement to record complaints during construction work and what information needs to be recorded.

Condition 18: Construction Traffic Management Plan (CTMP) requires a CTMP to be prepared prior to the start of construction for a stage of work and outlines what the CTMP should include.

Condition 21: Construction Noise and Vibration Management Plan (CNVMP) specifies the requirement to

	<p>include the procedure for communication and engagement with nearby residents and stakeholders including notification and management of complaints.</p> <p>The above proposed conditions are supported.</p> <p>It is recommended that condition/s be identified to address the impact on, and loss of, recreational facilities. Suggested conditions are described in Section 4.0 below.</p>
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4.0 Assessment of social effects and management methods

Section 3.0 above provides a summary of the assessment, and associated mitigation, contained within the SIA (December 2022) and associated SIA Addendum (January 2023).

The assessment undertaken and conclusions reached are accepted. The proposed conditions identified are supported, however it is recommended that conditions be identified to address the impact on, and loss of, recreational facilities to ensure there is no net loss of facilities as a result of the projects.

Recommendations for NoR specific conditions are:

NoR S1: – Alternative State Highway incl. Brigham Creek Interchange

Unless otherwise agreed between the Requiring Authority / Authorities and Auckland Council, prior to any works commencing within any part of Fred Taylor Park, the Requiring Authority / Authorities shall, in consultation with Auckland Council, replace the two training fields at Fred Taylor Park on an equivalent basis.

NoRs S3, KS, and HS (Rapid Transit Corridor and Regional Active Mode Corridor, Kumeū Rapid Transit Station and Huapai Rapid Transit Station)

Unless otherwise agreed between the Requiring Authority / Authorities and Auckland Council, prior to any works commencing within the Huapai Domain, the Requiring Authority / Authorities shall, in consultation with Auckland Council, replace the facilities at Huapai Domain on an equivalent basis. This shall include the replacement of football fields, tennis courts, clubrooms or part therefore and provision of adequate carparking.

5.0 Submissions

[This part of your assessment can begin when the Council officers send you the submissions. Expect this in the weeks following the end of the submission period (submissions close on 20 April 2023.)

[Identify matters raised in the submissions, provide your expert view as to how to respond to the submissions]

6.0 Conclusions and recommendations

- SGA has adequately assessed the effect on the environment related to social effects.
- There are no clarifications or outstanding information gaps that impact on the overall recommendations.
- The NoRs are supported with modifications to the conditions. The recommended changes to the conditions are the addition of conditions that provide adequate mitigation for the impact on and loss of community and recreational facilities.

- Recommended new conditions include:

NoR S1: – Alternative State Highway incl. Brigham Creek Interchange

Unless otherwise agreed between the Requiring Authority / Authorities and Auckland Council, prior to any works commencing within any part of Fred Taylor Park, the Requiring Authority / Authorities shall, in consultation with Auckland Council, replace the two training fields at Fred Taylor Park on an equivalent basis.

NoRs S3, KS, and HS (Rapid Transit Corridor and Regional Active Mode Corridor, Kumeū Rapid Transit Station and Huapai Rapid Transit Station)

Unless otherwise agreed between the Requiring Authority / Authorities and Auckland Council, prior to any works commencing within the Huapai Domain, the Requiring Authority / Authorities shall, in consultation with Auckland Council, replace the facilities at Huapai Domain on an equivalent basis. This shall include as a minimum the replacement of football fields, tennis courts, clubrooms or part therefore and provision of adequate carparking.

Appendix 3L

Economic Effects Review

Memo: Technical specialist report to contribute towards Council's section 42A hearing report

23 June 2023

To: Reporting Planners, Supporting Growth North West NoRs:

Robert Scott (North West Strategic NoRs)

Jo Hart (North West Local NoRs)

Jess Romhany (North West HIF NoRs)

From: Derek Foy, Director, Formative Limited

Subject: Supporting Growth Alliance North-West– (Strategic, Local, and HIF NoRs) Economics Assessment

1.0 Introduction

- 1.1 I have undertaken a review of the Strategic, Local, and Household Infrastructure Fund (“HIF”) Notices of Requirements (“NoR”) lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to economic effects.
- 1.2 I am a Director of Formative, an independent consultancy specialising in social, economic, and urban form issues. Prior to this, I was an Associate Director of Market Economics Limited, a research consultancy for six years, and was employed by Market Economics for 18 years.
- 1.3 I have 23 years consulting and project experience, working for commercial and public sector clients. I specialise in retail analysis, assessment of demand and markets, the form and function of urban economies, the preparation of forecasts, and evaluation of outcomes and effects.
- 1.4 I have applied these specialties in studies throughout New Zealand, across most sectors of the economy, notably assessments of housing, retail, urban form, land demand, commercial and service demand, tourism, and local government. I have been involved in assessments for greenfields developments around Auckland, including in the north-west (Kumeū-Huapai, Redhills and Whenuapai), Warkworth, Silverdale, Waiuku, and Drury.
- 1.5 This memo responds to economics matters arising out of the Strategic, Local and HIF NoRs, because many of the matters are relevant to all three NoRs. Where matters are not relevant to all three, I limit my assessment on that matter.
- 1.6 In writing this memo, I have reviewed the expert reports lodged with the NoRs, with a particular focus on those I consider to be most relevant to economics matters, being:
- The form 18 NoRs for a designation of land for each of the NoRs
 - “North West Strategic Assessment of Effects on the Environment Volume 2”, December 2022, Supporting Growth (the “Strategic AEE”)
 - “North West Strategic Social Impact Assessment, December 2022, Supporting Growth

- “North West Strategic Assessment of Transport Effects”, December 2022, Supporting Growth
- “North West Local Arterials Assessment of Effects on the Environment Volume 2”, December 2022, Supporting Growth (the “Local AEE”)
- “North West Whenuapai Assessment of Transport Effects” December 2022, Supporting Growth
- “Supporting Growth North West Assessment of Effects on the Environment – Redhills Arterial Transport Network Volume 2”, December 2022, Supporting Growth (the “Redhills AEE”)
- “Redhills Arterial Transport Network Assessment of Transport Effects”, December 2022, Supporting Growth
- “Supporting Growth North West Assessment of Effects on the Environment – Trig Road Corridor Upgrade Volume 2”, December 2022, Supporting Growth (the “Trig Rd AEE”)
- “Trig Road Assessment of Transport Effects”, December 2022, Supporting Growth

1.7 I have also reviewed the submissions lodged on the NoRs, including the summaries of submissions prepared by the reporting planners.

1.8 I refer to the various NoRs using the following references (project name and notice label) provided in the application materials.

1.9 NW Strategic Package:

Highway Connections

- S1 Alternative State Highway (“ASH”)
- S2 SH16 Main Road

Rapid Transit

- S3 Rapid Transit Corridor (“RTC”)
- HS Huapai Station
- KS Kumeū Station

Local Rooding

- S4 Access Road

1.10 NW Local

- W1 Trig Road
- W2 Māmari Road
- W3 Brigham Creek Road
- W4 Spedding Road
- W5 Hobsonville Road
- RE1 Don Buck Road
- RE2 Fred Taylor Drive
- R1 Coatesville – Riverhead Highway

1.11 NW HIF

- NoR1 Redhills North-South Arterial Transport Corridor
- NoR2a Redhills East-West Arterial Transport Corridor – Dunlop Road
- NoR2b Redhills East-West Arterial Transport Corridor – Baker Lane
- NoR2c Redhills East-West Arterial Transport Corridor – Nixon Road Connection
- TRHIF Trig Road Corridor Upgrade.

2.0 Key economic issues

2.1 In my opinion there are both positive and negative economic issues associated with the proposed designations. I summarise those issues in the tables below (one for positive effects, and one for negative effects).

2.2 The key outcomes of the NoRs which have positive economic effects are listed in Figure 2.1.

Figure 2.1: Outcomes of NoRs that will have positive economic effects

Notice of requirement	Outcomes that have positive economic effects
All 19 NoRs	The existing road network is inadequate to handle projected traffic volumes, giving rise to increasing travel times and congestion, and deteriorating access to economic and social opportunities, with costs associated with longer and less predictable travel times. The designations aim to improve travel times and reduce congestion, which will have positive economic effects.
All 19 NoRs	The designations aim to create an improved transport network, and to improve safety for road users, reducing costs associated with responding to injuries and deaths associated with road use.
All 19 NoRs	Designation provides property owners, businesses and the community with increased certainty regarding the presence and location of future infrastructure, so they can make informed decisions, including relating to investment in property and buildings.
All 19 NoRs	Designation provides certainty to Auckland Council as a basis for its planning relating to future urban areas, allowing future spending to be known and prioritised, reducing long-term costs for local and central government and enable more effective land use and transport outcomes.
All 19 NoRs	Changed access to active modes and multi-modal journeys will provide alternatives to and promote a shift from private vehicle trips, providing a greater range of transport options and giving users different cost options.
All 19 NoRs, but particularly S2, S3, S4, HS, KS, W3,	Traffic movement patterns will change, with potential for both negative and positive outcomes for commercial centres that rely in part on pass by traffic.

Notice of requirement	Outcomes that have positive economic effects
R1, RE1, RE2, TRHIF	
HS, KS	The development of the Kumeū and Huapai RTS stations will enable higher density development around them, potentially increasing nearby land values and business viability once development is complete.
All Strategic NoRs	The Strategic NoRs will together improve traffic flows and reduce congestion and traffic volumes through the Kumeū and Huapai centres, improving accessibility to businesses in those centres and the experience for shoppers in them. this is likely to have positive effects on business performance in the centres, once construction is complete, subject to the maintenance of adequate parking to accommodate shoppers' demands.
All 19 NoRs	The improved transport network will enable development to occur in greenfields areas, supporting new urban environments and the development of new business areas. This will increase local employment opportunities, and provide access to new business areas, and improved access to existing business areas, and to the goods and services provided by those businesses.
All 19 NoRs	Construction of new transport infrastructure will yield economic benefits, including direct, indirect and induced benefits through the economy, arising from expenditure on materials and labour. Benefits (including employment) will accrue to both local residents and across the wider Auckland and New Zealand economies. Some of that additional spend may be a transfer effect that would have been directed to other transport projects in the absence of being directed to the North West.

2.3 In my opinion the NoRs will have a number of significant positive effects, which the NoRs are required to enable the transport infrastructure which is required to enable development of the North West area as planned by Auckland Council.

2.4 The key outcomes of the NoRs which have negative economic effects are listed in Figure 2.2.

Figure 2.2: Outcomes of NoRs that will have negative economic effects

Notice of requirement	Outcomes that have negative economic effects
All 19 NoRs	Timing uncertainty. The timing of when new infrastructure is required is uncertain, and is expected to be linked to growth trends and development patterns. That uncertainty can impact investment decisions in properties, leading to maintenance and improvement being delayed, deferred, or foregone, with implications for the environment those properties are in, including potential for vacant premises and 'planning blight'. The uncertainty is directly related to the proposed 20 year lapse period for the designations arising from the Strategic NoRs, and 15-20 for North West Local and North West HIF designations (accepting that the lapse date is a limit not a target). This uncertainty may make it more difficult to sell

Notice of requirement	Outcomes that have negative economic effects
	properties affected by the designations, or reduce their value to reflect the uncertainty.
All 19 NoRs, but particularly S2, S3, S4, HS, KS, W3, R1, RE1, RE2, TRHIF	Changed travel patterns. Traffic movement patterns will change, with potential for both negative and positive outcomes for commercial centres that rely in part on pass by traffic.
S2, S3, S4, HS, KS, W2, W3, W4, W5, R1, RE1, RE2, TRHIF	Business interruption. During the construction phase there is likely to be interruption to businesses in works areas, due to changed visibility from the road, and changed accessibility. Consumers may find it more difficult to access or find (due to changed visibility) businesses and parking, and so might shop elsewhere during construction, with adverse effects on business sales. Landlords may find it difficult to tenant properties, due to perceived concerns about adverse effects on businesses occupying their tenancies, both in the construction phase, and after the construction (for example if a building becomes less accessible or has reduced parking, as a result of new infrastructure).
All 19 NoRs	Travel time disruption. During the construction phase, the time required for trips through construction areas may increase, incurring costs for business-related travel (including freight), and personal time costs for non-business travel. This will be a temporary effect and as noted above, travel times are expected to improve post-construction.
All 19 NoRs except HS and KS	<p>Farming operations. During the construction phase there may be some disruption to farm activities, with potential adverse effects for farm productivity. Adverse effects might arise where temporary occupation of land is required during construction, where access interrupts normal farming operations, and where construction noise and vehicle movements require a change to farming practices.</p> <p>There will also be impacts on the operation of some farms as a result of usable areas being permanently changed, which can occur in several ways:</p> <ul style="list-style-type: none"> • Where land is lost for infrastructure (taken for roads etc.), reducing the size of the productive part of the farm • Where the farm has infrastructure pass through it, severing parts of the farm, resulting in two discrete parts that are separated by a new road corridor, with no direct access between the two parts • Requirement for parts of the farm to be removed from productive use for use as protected ecological areas (e.g. for bats).¹

¹ NoR Strategic AEE, section 19.4.1 .4.1

3.0 Supporting Growth Alliance assessment

- 3.1 In this section I review the applications' coverage of, and conclusions reached in relation to economic outcomes of the NoRs, and conditions proposed to manage those effects.
- 3.2 The Supporting Growth Alliance has not provided separate assessments of economics effects for any of the NoRs. However, the application material does identify most of the key economic outcomes listed in section 2.0 (above) in various documents, including in the AEEs (Strategic, Local, Redhills and Trig Road AEEs), SIA (Strategic) and assessments of transport effects (Strategic, Local, Redhills and Trig Road). My review of the applications' assessment of economic effects therefore draws from a range of application materials, as I reference below.
- 3.3 As noted above in section 2.0, a range of positive economic effects are likely to arise as a result of the transport infrastructure sought to be enabled by all of the designations. I agree with coverage in the application materials that, common to all NoRs:
- New transport infrastructure will be required to enable planned urban growth in Kumeū-Huapai, Whenuapai, and Redhills.
 - New infrastructure needs to be planned for now, and its location and function needs to be public so as to allow current and future residents, businesses and other affected parties to have some certainty about what is planned, and where.
 - The designations would provide appropriate certainty about those matters for residents and businesses, in relation to which properties will be affected, and the location and path of new infrastructure.
 - The designations would support Council planning for urban growth.
 - From the information provided in the NoRs, the traffic infrastructure planned will improve certainty of travel times, provide for active modes, and reduce the likely of death and serious injuries. All of those matters will yield positive economic effects, as identified in the NoRs.
- 3.4 I also add that although not explicitly identified in the application materials, other positive economic effects of the NoRs will include:
- Economic activity that will be generated by the planning and construction of the proposed transport infrastructure.
 - Some of the planned infrastructure, particularly the Kumeū and Huapai RTS stations (NoRs KS and HS), might induce higher density development to occur around them, potentially increasing nearby land values and business viability once development is complete.
- 3.5 These are benefits of the NoRs, and should be taken into account when assessing the merits of the NoRs, but I do not discuss them further because they do not require any conditions to be imposed to mitigate them.
- 3.6 In the table below I summarise the applicant's assessment of the negative economic effects I have identified in Figure 2.2, including the conclusion(s) reached in relation to those effects, and conditions proposed to manage them.
- 3.7 As a general observation in relation to the negative economic outcomes, the management and mitigation measures are focussed on communication to inform affected parties that

effects are likely to arise, and when effects will arise. Reference is made to several plans (e.g. Construction Environmental Management Plans and Community Consultation Plans) that will be used to manage these effects, but there is little in the way of specific mitigation measures identified in the NoRs.

Figure 3.1: Discussion of negative economic effects of NoRs

Notice of requirement	Outcomes that have negative economic effects
All 19 NoRs	<p>Timing uncertainty. All NoRs identify the potential for negative adverse effects arising from the uncertainty (during the pre-construction phase) as to when construction might begin. There is no assessment of the potential scale of negative effects, such as the degree to which property values may be affected, or the spatial extent or degree of planning blight that might occur, although I recognise that scale would be very difficult to assess at this stage.</p> <p>The NoRs note that this uncertainty is an inevitable outcome of the length of the lapse period (which varies between 15 and 20 years), and that the lapse periods proposed are required to “provide a sufficient timeframe to enable the construction of each of the transport corridors in response to the progressive urbanisation of the FUZ and align with planned release of land and project funding availability”² (or similar justification from the Local and HIF NoRs).</p> <p>The recommended measures to address this uncertainty included in the Strategic and Local NoRs are “ongoing and effective communication”,³ and implementation of strategies to mitigate effects. The content of those strategies has not yet been determined, but will involve the following plans:</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (“CTMP”) • Construction Environment Management Plan (“CEMP”) • Construction Noise and Vibration Management Plan (“CNVMP”) • Stakeholder and Communication and Engagement Management Plan (“SCEMP”).⁴ <p>The recommended measures to address potential uncertainty are focussed on “ongoing and effective communication”,⁵ while the Redhills and Trig Road HIF NoRs discuss the restrictions that designations impose, and conclude they will result in “no more than minor effects on property, land use and business”.⁶</p> <p>In my opinion the uncertainty may result in more than minor effects on some landowners, because their ability to use their property in the same way they have done, and ability to sell or redevelop their</p>

² NoR Strategic AEE, section 24.3, p165

³ NoR Strategic AEE, section 24.3, p166, with similar references in the NoR Local AEE (section 25.3).

⁴ NoR Strategic AEE, section 23.7

⁵ NoR Strategic AEE, section 24.3, p166, with similar references in the NoR Local AEE (section 25.3).

⁶ NoR Redhills AEE, section 8.3.9.1; and NoR Trig Road AEE, section 9.8.2

Notice of requirement	Outcomes that have negative economic effects
	<p>property may be changed or removed as a result of designations. A restriction of private property rights is highly likely to incur some change in property value, and depending on the extent of restrictions on each property, that change could be significant. As I understand it that uncertainty and any associated reduction in property values is not able to be compensated under the Public Works Act (“PWA”).</p>
<p>All 19 NoRs, but particularly S2, S3, S4, HS, KS, W3, R1, RE1, RE2, TRHIF</p>	<p>Changed travel patterns and travel time disruption. Travel patterns throughout the north-west area, beyond the NoR boundaries, will potentially change as a result of the new transport infrastructure enabled by the NoRs. This will occur during the construction and post construction phases and will affect both travel to access businesses (as discussed in my “Business interruption” response immediately below) and for non-business travel.</p> <p>Non-business travel will give rise to some potential costs and benefits at different phases of the projects, as households at first incur greater travel times as a result of construction works disruption, but then come to derive savings in travel time as the result of a more efficient travel network once works are completed.</p> <p>The mitigation measures proposed to deal with this are the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) that are intended to minimise disruption, and manage its effects where possible, although no specifics have yet been presented. Changes in travel times might in some cases be significant, although that depends on how the management plans mitigate interruption.</p>
<p>S2, S3, S4, HS, KS, W2, W3, W4, W5, R1, RE1, RE2, TRHIF</p>	<p>Business interruption. These NoRs are located in areas in which business activity currently occurs, and where interruption to that business activity is possible during the construction phase.</p> <p>There has been no assessment of the potential scale of negative effects, such as the degree to which business turnover might decrease as a result of access to businesses becoming more difficult, or visibility of businesses decreasing and patronage dropping as a result. I recognise that those effects would be very difficult to assess at this stage, particularly because those effects will not accrue for many years yet, and the nature of businesses affected is not yet known, as it is likely to change from the businesses currently operative.</p> <p>Further, not all businesses or business areas that will exist during the construction works are in existence now, because areas of FUZ are yet to be developed. Construction works for the NoRs may (although will not necessarily) precede the development of new business and business areas.</p> <p>The AEEs identify a number of existing businesses and business areas that are located within some of the NoRs, including:</p>

Notice of requirement	Outcomes that have negative economic effects
	<ul style="list-style-type: none"> • The Kumeū and Huapai centres along SH16 (S2, S3, S4, HS, KS) • The Whenuapai centre on Brigham Creek Road, relevant to both W2⁷ and W3⁸ • Part of the Spedding Road corridor (W4) near SH18 (zoned industrial, and urbanising now)⁹ • The Hobsonville Road corridor (W5)¹⁰ • The Don Buck Road corridor (RE1)¹¹ • The Fred Taylor Drive corridor (RE2)¹² • The Coatesville-Riverhead Highway corridor (R1)¹³ • Within the Trig Road NoR (TRHIF)¹⁴ along Hobsonville Road, although a number of commercial businesses there are not identified,¹⁵ with the AEE’s focus on community organisations. <p>I note that there will also be other businesses not on designated properties, but located on side streets, which have customers that would have to travel through construction works to visit the businesses, and therefore which could be affected by the construction works. The AEEs do not identify potentially affected businesses in that category, or recognise that they might be affected.</p> <p>The AEEs provide the following assessment of the potential for effects on businesses:</p> <ul style="list-style-type: none"> • The Strategic AEE recognises that construction could temporarily impact people’s ability or desire to impact businesses along SH16, including in and around the Kumeū and Huapai centres.¹⁶ • In Whenuapai impacts are described as being “generally limited to canopies. Along Hobsonville Road, there are multiple commercial facilities (such as supermarkets) and whilst community access will be disrupted during works this can be managed”.¹⁷ • There will be impacts on the existing industrial and commercial area at Don Buck Road, although most properties

⁷ NW Local AEE, table 10.3

⁸ NW Local AEE, section 10.4.5.1

⁹ NW Local AEE, section 10.5.5.1

¹⁰ NW Local AEE, section 10.6.5.1

¹¹ NW Local AEE, section 11.2.5.1

¹² NW Local AEE, section 11.3.5.1

¹³ NW Local AEE, section 11.4.5.1

¹⁴ NW HIF Trig Road AEE, section 5.1.6

¹⁵ A cattery, orthodontist, and tattoo studio

¹⁶ Strategic AEE, section 23.5

¹⁷ NW Local AEE, section 24.4

Notice of requirement	Outcomes that have negative economic effects
	<p>have access from the rear (Westgate shopping centre) which will reduce dependence on Don Buck Road. Direct impacts are relatively limited, and will decrease as the community becomes aware of new road layouts, and works are not expected to result in business displacement or loss.¹⁸</p> <ul style="list-style-type: none"> • In Riverhead there are few commercial sites affected and no sites required in full. Works are expected to have minor effects only on the entrance and parking areas of Huapai Golf Course and Hallertau Brewery, but not to impact the main buildings.¹⁹ • The Local AEE identifies that for existing businesses and commercial properties there is the potential for impacts from construction work along each corridor, these impacts include traffic disruption and impacts on visibility and accessibility, including for services and deliveries, of shops, office and other commercial areas. These impacts can be mitigated and / or managed via a CEMP and ongoing engagement with businesses and the wider community, via a Community Consultation Plan.²⁰ • For businesses and commercial properties that fall entirely within the designation footprint these businesses will be acquired to allow the upgrade of the corridor. The landowners of these businesses will have recourse through the PWA, and communication with the impacted businesses will be required to allow them to plan ahead.²¹ In terms of the wider community, while they will no longer have access to the displaced businesses, they will have access to new businesses and centres as the FUZ areas urbanise. • There is no recognition in the NW HIF Trig Road AEE of potential disruption to businesses (section 9.8.3), although some are identified <p>There do not appear to be any businesses within the NW Redhills NoRs (NoR1, NoR 2a, NoR 2b and NoR 2c) that would be likely to be adversely affected during the construction phase, other than rural businesses such as farms, which I address below.</p> <p>The recommended measures to address potential business effects are focussed on communication with potentially affected parties, and future use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP) to manage and mitigate effects on businesses. The AEEs which signal the greatest likelihood of</p>

¹⁸ NW Local AEE, section 24.4

¹⁹ NW Local AEE, section 24.5

²⁰ NW Local AEE, section 24.3

²¹ NW Local AEE, section 24.3

Notice of requirement	Outcomes that have negative economic effects
	<p>adverse effects on businesses are the Strategic and NW Local AEEs, although the Redhills and Trig Road HIF AEEs discuss the restrictions that designations impose, and conclude they will be temporary, and result in “no more than minor effects on property, land use and business”.²²</p> <p>In my opinion adverse effects on businesses could be significant in some locations, with reduced visibility and access, combined with a construction environment nearby resulting in a range of disincentives to continue shopping in centres subject to construction works. I accept that those adverse effects would only exist during and soon after the construction phase, however during that phase it is possible that the viability of some individual businesses could be threatened. There is no recognition of that possibility in the NoRs.</p>
All 19 NoRs except HS and KS	<p>Farming operations. The AEEs identify the potential for adverse effects on rural production and farms arising from construction activities. These effects are also proposed²³ to be managed and mitigated by the use of the suite of four management plans (CTMP, CEMP, CNVMP, SCEMP), as for effects on other businesses.</p> <p>Provision is made for reintegration of rural (and other) land where property features (such as driveways, parking, fences, gardens and yards) are damaged, with reintegration to be discussed with landowners and to follow provisions under the PWA.²⁴</p> <p>The PWA can also be used to provide recourse to property owners where acquisition of part of their land has impacted the operation of their business.²⁵</p> <p>The NoRs do not explicitly recognise the potential for farming operations to be adversely affected as a result of land fragmentation and severance, or reduced productive areas that occur as a result of land being acquired either for transport infrastructure or associated mitigation works (such as ecological areas).</p>

4.0 Assessment of economics effects and management methods

4.1 In this section I review the NoRs’ assessments of economics effects, and the measures proposed to mitigate those effects. As identified in section 3.0, the main economic effects are those arising as a result of:

- Interruption to business and farming operations

²² NoR Redhills AEE, section 8.3.9.1.; and NoR Trig Road AEE, section 9.8.2

²³ NoR Strategic AEE, section 24.4; NoR Local AEE, section 25.5; NoR Redhills AEE, section 8.3.9.2; and NoR Trig Road AEE, section 9.8.3

²⁴ NoR Strategic AEE, section 24.6; NoR Local AEE, section 25.5; NoR Redhills AEE, section 7.1.4.7; and NoR Trig Road AEE, section 7.4.7

²⁵ NoR Local AEE, section 24.3

- Timing uncertainty
- Changed travel patterns and travel time disruption.

Interruption to business operations

- 4.2 The AEEs have not assessed the scale of potential effects of interruption to business operations during the construction phase. Instead, the AEEs identify the likelihood that some effects will eventuate, and the areas in which there are existing businesses that may be affected. Some AEEs do note the ability for recourse under the PWA, and the possibility for the acquisition of properties where all of the property falls within the designation footprint.
- 4.3 In my opinion the AEEs' approach is appropriate, and more detailed or specific assessment of those effects is not required, and would not be able to be undertaken with any confidence, for two reasons.
- 4.4 First, because construction is not likely to start soon, given the up to 20 year lapse periods, it is not known which businesses will exist in affected areas at the time construction works start. There is likely to be significant turnover of businesses between now and when construction works start for each of the projects, given the natural churn in business tenancies, and the relatively long (likely 10+ years in many instances) until construction begins.
- 4.5 Second, because there is uncertainty about the specific design of new infrastructure, it is difficult to understand exactly which businesses, or parts of business areas, would be likely to be affected when construction does begin. Once more detailed designs have been completed, plans for staging of works etc. have been settled, and it is closer to the time of construction works, it will be possible to have a greater understanding of which businesses or locations might experience disruption to their trading and accessibility.
- 4.6 In my opinion it is reasonable that the AEEs have identified that there is the potential for effects to arise, and for there to be some strategies for dealing with those, but that more specific impacts have not been assessed.
- 4.7 However, from my review of the AEEs while most areas and businesses potentially affected have been specifically identified, some have not. Businesses that may be affected but which have not been identified include those on Hobsonville Road near the end of Trig Road (TRHIF), and businesses that are outside the various NoRs, but which rely (at least in part) on having customer access through the area of construction works.
- 4.8 Further, there is no recognition in the NoRs that adverse effects on businesses could be significant in some locations. While I accept that those adverse effects would only exist during and soon after the construction phase, in that time the viability of some individual businesses could be threatened. Some mitigation or compensation measures should be considered for those businesses, including (if possible) properties that are outside the designation area, but still affected by the construction works.
- 4.9 There is also no recognition in the AEEs of the potential effects on property owners of tenancing their premises. It may become difficult to tenant some premises if construction works will, or are perceived to, make access more difficult, reduce parking, or create an unattractive environment in which to do business. That difficulty may persist in the post-construction phase, with adverse effects for property owners, and with the possible effect of increasing the number of vacant premises in centres and business areas, which would contribute to planning blight.

- 4.10 Business operations may also be adversely affected if the NoRs change the amount of car parking available near businesses. A large proportion of trips to North West businesses will occur by car, and if car parking provision is materially changed as a result of the NoRs, and it becomes more difficult to access local businesses, a decrease in patronage of those businesses would be likely.

Interruption to farming operations

- 4.11 As noted in relation to business operations, the AEEs have not assessed the scale of potential effects of interruption to farming operations during the construction phase, only identified the fact that there is potential for effects to arise, and that they will be addressed using the suite of four management plans. Also as for other businesses, I accept that assessment of those effects will be difficult without direct consultation with farmers. That consultation could easily identify which farms are most likely to suffer adverse effects during the construction phase, and would be a more appropriate, and direct way to establish potentially affected farms, than a desktop assessment for an AEE.
- 4.12 As I note in section 2.0, there is also potential for farming activities to be interrupted on a permanent basis as a result of usable farm areas being permanently changed, where land is taken for infrastructure (land within the designation area), where infrastructure passes through farms severing parts of some properties into areas with no direct access between them, or where land is required to be used for non-farming uses (such as protected ecological areas).
- 4.13 That potential may in some cases make farms much less economic, or uneconomic, to run as an agricultural business, due to reduced economy of scale, practical difficulties moving between parts of a landholding, and reverse sensitivity effects (for example road noise affecting stock).
- 4.14 The Local AEE²⁶ recognises that potential:

Where a partial acquisition of a site is required communication with the landowner and occupier will be required to discuss the ongoing operation of the site. Depending whether the partial acquisition will impact on the operation of the business, landowners may have recourse through the PWA.

- 4.15 The Local AEE states that potential much more explicitly than the other three AEEs, which are vaguer about the potential for the PWA to be available to provide recourse for property owners of businesses that are impacted by the works:
- The Strategic AEE proposes to provide information to landowners about the PWA,²⁷ limiting coverage of PWA matters to identification that there are PWA processes which guide property acquisition and compensation, but with no coverage of compensation for impacted businesses as a result of any acquisition.
 - The NW HIF Redhills and Trig Road AEEs both identify that the PWA can be used to mitigate effects of temporary acquisition²⁸ and the loss of productive and residential land,²⁹ but does not refer to land which becomes uneconomic to use for the same purpose as a result of acquisition.

²⁶ NoR Local AEE, section 24.3

²⁷ Strategic AEE, section 24.6

²⁸ NW Redhills AEE, section 8.3.9.2

²⁹ NW Redhills AEE, section 8.3.9.3

- 4.16 Other than reference to the PWA being able to be used to mitigate effects on the operation of the business (e.g. farms), the AEEs do not identify any mitigation measures for these permanent effects. Instead, the assessment elsewhere in the AEEs is that for private properties one of the following outcomes will occur:
- Land that is required for the corridor will have been purchased, resulting in no ongoing effects for those parties
 - Property owners whose land is not purchased will experience only temporary effects, and those will be mitigated through reinstatement of accessways, fences, parking etc, meaning there will be “no ongoing property impacts”.³⁰
- 4.17 It will be important that the approach identified in the Local AEE is recognised across all NoRs, and that if farming (or indeed other business) operations are adversely affected by changes to their property, than property owners be made aware of the extent of options available to them. The Strategic and HIF AEEs are less than explicit about the ability for compensation under the PWA for impacted business operations, but landowners affected by those NoRs should be informed in the same way as landowners affected by the Local NoR.

Timing uncertainty

- 4.18 There has been no assessment of the potential economic effects of the uncertainty of the timing of construction works on property owners. The potential for those effects has been identified, including in relation to the risk of planning blight, although not in relation to the potential for property values to decrease due to uncertainty about the future environment.
- 4.19 In my opinion it is not possible to accurately assess the potential effects associated with uncertainty at present, and it may not be able to improve that accuracy in the future. Response to these potential effects will vary significantly between affected parties, depending on many factors, including:
- the location of affected properties
 - the age and condition of affected properties
 - property owners’ plans for future use of their property
 - property owners’ perceptions of how they might be affected, and their decision making as a result.
- 4.20 While it is not necessary to predict how and where effects might occur, it will be important to monitor any material changes in property condition that arise, and manage those effects appropriately. For example, if there is significant planning blight that is adversely affecting the amenity of commercial areas, and the role that a centre plays for its community, it may be necessary to implement some measures to mitigate that blight and avoid community disenablement.
- 4.21 The AEEs recognise the potential for blight to occur, but do not propose any specific mitigation or management measures should blight be identified. In my opinion they should propose management measures, and have a process to monitor the quality of particular urban environments, especially commercial areas. Planning blight is unlikely to have significant economic effects when it applies to individual, privately owned buildings or in rural areas, but

³⁰ Strategic AEE, section 24.5

will be more of a problem when enjoyment of or access to public space and commercial activities becomes compromised.

- 4.22 I am not aware of any mechanism to mitigate any reduction in property values that might arise as a result of properties becoming subject to designation(s). The AEEs have not assessed the potential magnitude of any such reductions, or even identified the potential for such effects to occur.
- 4.23 Reductions in property values will be difficult to assess, and likely to be temporary in many cases, because there is a potential for future uplift in property values once works are finished, and access to the area is improved. However, some reduction in values will be more sustained, such as where a property's outlook and natural environment is significantly changed by the introduction of (for example) a new road passing by, but with no change in development activity enabled (e.g. a rural area that will remain rural, as opposed to where a new road enables urban development of a currently rural area, yielding an uplift in property values).

Changed travel patterns and travel time disruption

- 4.24 The third key economic issue identified is changed travel patterns and travel time disruption. Effects under this heading are difficult to quantify or predict at present, and the AEEs propose a number of management plans to mitigate the potential effects of this disruption. While specifics of those plans have not yet been set, this type of disruption is common in relation to the construction of transport infrastructure, and I expect that the plans will adequately address potential effects, drawing on experience from other infrastructure projects.
- 4.25 Negative effects under this heading (slower travel times) will occur during the construction phase, with expected improved post construction, so the effects are likely to be of limited duration, as noted in the AEEs.

5.0 Submissions

- 5.1 I have reviewed the submission lodged in relation to the NoRs, and summarise in Figure 5.1 (below) the issues relating to economics.
- 5.2 Relevant submission matters include some categorised in the summaries of submissions as social and property effects, however not all property and social effects are included in my summary. Some property-related submissions, such as requests to exclude a property from a designation or for more certainty regarding a specific change to a design are excluded below.
- 5.3 Only submissions identifying negative effects are included in the table. A number of positive effects were identified in submissions as well, with the main reasons identified in support being recognition of benefits in improving the quality of transport infrastructure in the area, although usually without specific recognition of related benefits such as improved certainty of travel times. Many submissions requested that works begin as soon as possible, particularly in relation to S1 (ASH), in order to alleviate exiting traffic concerns and improve efficient movement to businesses and households throughout the North West.

Figure 5.1: Summary of economics matters raised in submissions (orange cells indicate submissions identified that issue in relation to a particular NoR)

NoR	Effects on businesses/ development potential	Uncertainty and length of lapse period	Planning blight	Access and loss of parking	Compensation	Property value
North West Strategic						
S1						
S2						
S3						
S4						
HS						
KS						
North West Local						
W1						
W2						
W3						
W4						
W5						
RE1						
RE2						
R1						
North West HIF - Redhills						
NoR1						
NoR2a						
NoR2b						
NoR2c						
North West HIF - Trig Road						
TRHIF						

5.4 In my opinion the submissions lodged do not identify any matters that are not identified and discussed earlier in my review.

5.5 The key economics-related concerns raised in the submissions are:

- **Certainty:** A lack of certainty in what works will be undertaken, and when works will occur. Submissions identify that that uncertainty may give rise to planning blight, makes effective use of property difficult, and might be expected to result in a decrease in property values. Many submissions request a shorter lapse period to provide a shorter period of uncertainty.
- **Access:** Many submissions raise concerns that the NoRs will change the environment in ways that make property access more difficult, or impossible, with adverse effects for both residential and non-residential occupants. These effects include reduced parking as a result of land being required for infrastructure or construction works, the need to create new access points as a result of barriers (e.g. batters) created by the infrastructure, reduced access to service lanes, and property becoming landlocked or requiring access across other properties.
- **Business interruption:** Submissions raising this issue include businesses concerned with access issues, property owners who believe their ability to develop their land might be reduced or removed (e.g. because of reduced property size, or diminished attractiveness), reduced visibility to potential customers, and business owners concerned for the ongoing viability of their businesses during the construction phase.

- **Relief:** Several types of relief are requested in the submissions, including redesign to avoid perceived problems, changing properties to not be subject to a designation, consultation and engagement to improve certainty and understanding of development plans, use of management plans to mitigate effects, and compensation for reduced property value or business effects.

5.6 I agree with the range of economics issues identified by submitters, and recommend the following responses.

Certainty

- 5.7 The NoRs clearly set out why lapse periods of up to 20 years are required for the designations, and I accept that rationale. The long term nature of the lapse periods will inevitably give rise to some uncertainty for property owners, with a real risk of planning blight in some places as property owners are disincentivised from property maintenance and upkeep, due to restrictions imposed by the designations, and uncertainty about return on investment given the likelihood that the post-construction environment will differ significantly from today's environment.
- 5.8 I agree with the NoRs' assessment that communication with affected parties is one method of mitigating that uncertainty, however in my opinion there should be some requirements for monitoring of the environment to ensure that planning blight does not adversely affect public use and enjoyment of public areas such as commercial centres. Blight on private property will be difficult, (and possibly unnecessary in most instances) to manage, but if it becomes part of a multi-property decay and results in unattractive or unsafe places to visit for shopping, recreation or accessing community services, then there should be some recognition and management of that.
- 5.9 While the AEEs note the ability of compensation under the PWA for property that is acquired under the designations, I am not aware of any mechanisms to provide compensation for a (real or perceived) reduction in property values that might occur because of the uncertainty created by the designations. I accept submitters' points that some such reduction might occur, particularly on properties where development rights are limited because of the designation, but also on other properties outside the designation area but close to proposed infrastructure. If there are potential remedies to address this issue, they should be considered to address submitter concerns.
- 5.10 A matter not raised in submissions, but which should in my opinion be made clear to property owners, is that identified in the Local AEE³¹ which recognises that if partial acquisition of a site is required and that impacts the operation of a business, the landowner may have recourse through the PWA. That situation may apply to farmers with land subject to a NoR, but concerns about farm operation were not identified in submissions. I have not seen any assessment of the number of farms that would experience the loss of a significant proportion of their area, or severance that will create uneconomic residual areas.

Access and business interruption

- 5.11 The NoRs identify the potential for access difficulties, and propose a range of measures (consultation and communication, including SCEMPs and CEMPs) to identify and remedy any access difficulties to private property. The AEEs undertake to reintegrate affected properties

³¹ NoR Local AEE, section 24.3

post-construction, and appear cognisant of the concerns raised in submissions, including in relation to residential and business properties. I do not consider that any additional mitigation measures are required to manage the effects of changed access in the post construction phase, assuming access to affected properties is reinstated, or replaced with comparable alternate access.

- 5.12 During construction, changed access may affect business turnover, and in some cases even business viability, if access challenges are not adequately managed and mitigated. Recognition of this possibility in the AEEs is limited, however as I note above is identified in the Local AEE in relation to properties where part of the site has been acquired.
- 5.13 However, for neighbouring or nearby properties that are not subject to an acquisition, but to which access has materially changed, with adverse effects on business operation and profitability, it may be appropriate to provide some compensation or to offer mitigation. Response could include compensation for reduced sales, improved signage and wayfinding to attract customers, and other temporary environmental improvements (new parking areas, temporary landscaping and public art) to attempt to offset access difficulties and provide some separation from the construction environment.

6.0 Conclusions and recommendations

- 6.1 The SGA has not provided a separate assessment of potential economic effects for any of the 19 NoRs, however has in my opinion adequately covered economic matters in the four AEEs, and other supporting documents. My conclusions and recommendations below apply to all 19 NoRs, unless otherwise stated.
- 6.2 I do however note several matters around which more information could be provided to potentially affected parties in order to provide greater clarity on potential mitigation measures, some of which matters could also be addressed by way of conditions. The following matters were widely raised in submissions, and could be incorporated in the SCEMPs for each NoR when those are developed:
- Adverse effects on farming operations and farm viability as a result of severance and reductions in farm area.
 - Interruption to business operations during the construction phase, including for businesses located on properties outside the designation area for which access might be impacted by construction works (either for customer or freight). The NoRs focus on business operations on properties that are at least partly within the designation area.
 - Interruption to business operations and accessibility in the post-construction phase, such as due to a reduction in car parking. Retention of sufficient and well located car parking is identified as a matter of concern in submissions, particularly in relation to NoR S2 SH16 Main Road, but is not a matter identified in the AEEs, and it is unclear whether there is any intent for SGA to mitigate the loss of parking spaces during both the construction and post construction phases.
 - Effects arising from a reduced ability to use property in the future, such as where subdivision becomes precluded as a result of reduced property size or access.
 - Compensation. Many submitters questioned whether compensation would be available for various types of effects, and it would be helpful for the SCEMP to include some

explicit mention of what effects compensation might be available for. For example, whether any compensation will be available for reduced property value arising from either limitations imposed by the designation (i.e. reduced development rights during the lapse period), or future proximity to new transport infrastructure. Compensation for reduced ability to tenant premises is also of interest to some submitters.

- 6.3 The conditions proposed in relation to the SCEMP do not specify who are the stakeholders that should be consulted with, only that a list of stakeholders will be included in the SCEMP. In my opinion it should be a condition of the SCEMP that stakeholders include, at minimum, the community generally (including households, businesses and other organisations), and not be limited only to property owners/occupiers of land subject to the designations. That condition would assist in ensuring many of the submission points raised in relation to economics are able to be responded to directly with affected parties, and that the range of stakeholders included in the SCEMP is not too narrow.
- 6.4 In my opinion the NoRs are consistent with the direction and framework of the Auckland Unitary Plan (AUP), including giving effect to the Regional Policy Statement (“RPS”). Key relevant parts of the AUP include objectives and policies to provide sufficient feasible development capacity for housing, which the NoRs would enable by providing necessary transport infrastructure to allow new residential areas to be developed.³² That enablement is also consistent with the Future Urban Land Supply Strategy, and the Auckland Plan 2050³³ which both provide direction for managing Auckland’s growth in a sustainable, cohesive manner. In my opinion the NoRs set out a logical plan to enable growth consistent with those planning documents.
- 6.5 The NoRs aim to provide good, and improved access within the North West, and between the North West and other parts of Auckland, including related to accessing employment opportunities and businesses selling goods and services, which is a core part of community wellbeing and a concern identified in the AUP.³⁴ In my opinion the NoRs would achieve that aim, and provide much improved access between new and existing residential and business areas, supporting economic wellbeing and providing efficient access to businesses.
- 6.6 Overall I support the NoRs, and propose only one modification to the condition in relation to the SCEMP for each NoR, namely that stakeholders include, at minimum, the community generally (including households, businesses and other organisations), and not be limited only to property owners/occupiers of land subject to the designations. Other conditions such as requirement to employ specific mitigation measures could be considered in response to submissions, although may be more appropriately applied in the consenting phase.

³² As discussed in the Strategic AEE table 28-1, and Local AEE table 29-1, under “Urban growth and development capacity”

³³ As discussed in NW HIF Trig Road (Table 21) and NW HIF Redhills AEEs (Table 28)

³⁴ As discussed in the Strategic AEE table 28-1, and Local AEE table 29-1, under “Business zones”

APPENDIX 4

Summaries of Submissions

Notice of Requirement - Huapai Rapid Transit Station (NoR HS) Waka Kotahi NZTA				
Summary of Submissions				
Sub #	Sub point	Submitter Name	Oppose/Support	Relief Sought
1	1	Lillian Margaret Davidson	Oppose	Defer the proposed Rapid Transit Corridor until after the Alternative State Highway Corridor has been completed
1	2	Lillian Margaret Davidson	Oppose	Reschedule public transport to make it a viable option for commuters before the Rapid Transit Corridor and Huapai Rapid Transit are built
2	1	Jennifer Doyle	Oppose	Address issues before spending money on a station
3	1	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi	Oppose	Withdraw the NOR and issue it at a later date
3	2	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi	Oppose	Extend the deadline for submissions by 6 months given the impact severe weather events have had on peoples' lives in the North West Auckland area
3	3	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi	Oppose	Reject the NOR on the basis that it allows for additional flooding in the area
4	1	Phelan Pirrie	Support	Approve the NOR
5	1	Michael Davis Family Trust	Oppose	Amend the plans to remove 379 Matua Road from the NoR/designation area
5	2	Michael Davis Family Trust	Oppose	Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road
5	3	Michael Davis Family Trust	Oppose	Limit the extent of piping and filling of natural waterways and wetlands
5	4	Michael Davis Family Trust	Oppose	Limit the extent of earthworks filling and changes to natural overland flow paths
5	5	Michael Davis Family Trust	Oppose	Include a condition that the Requiring Authority fund and invite landowners included within the designation area to prepare a Landowners Impact and Advisory Report
5	6	Michael Davis Family Trust	Oppose	Reflect or respond to any other alternative or consequential relief that reflects or responds to the reasons for this submission
6	1	Chohan Lanka Dissanayake	Neutral	Need more information about this and how it effects our property, e.g daily basic activities and transport and how council can help us on these issues
7	1	Mary Connelly and James Scully	Support	Complete the Huapai Rapid Transit Station as soon as possible
8	1	Roseanne Dassler	Oppose	Withdraw the NOR
9	1	KiwiRail Holdings Limited	Neutral	Retain conditions 4[3], 14[11], 15[12], and 18[15]) as notified

10	1	Future-Kumeu Incorporated	Oppose	Withdraw the NOR
11	1	Nicole Matthews	Oppose	Withdraw the NOR
12	1	Steve and Sofia Nuich Trustee Limited	Oppose	Remove the NOR HS from the land at 29 Meryl Avenue, or that the NOR can be refused by the decision maker. Alternatively the Requiring Authority acquire the site using the provisions of the Public Works Act 1981. Seek any alternative relief of like effect, to the satisfaction of the submitter and any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the submitter
13	1	Price Properties Limited	Oppose	Withdraw the NOR
14	1	Heritage New Zealand Pouhere Taonga Alice Morris	Oppose	Seek more fulsome historic heritage assessments
14	2	Heritage New Zealand Pouhere Taonga Alice Morris	Oppose	Undertake further assessments
14	3	Heritage New Zealand Pouhere Taonga Alice Morris	Oppose	Re-write the objective of the HHMP and focus the purpose of the HHMP to be on provision details
15	1	Ross Roderick Spence and Adrienne Mayo Spence	Oppose	Retain the statutory period of the designation to 5 years and do not extend it
15	2	Ross Roderick Spence and Adrienne Mayo Spence	Oppose	Provide more information on the proposed strategic transport network
16	1	The Roman Catholic Bishop of the Diocese of Auckland	Support	Seek a redefined designation along the road frontage that excludes the building footprints and enables building use without a requirement for designating authority approval
17	1	Watercare Services Limited	Neutral	Amend the NOR
17	2	Watercare Services Limited	Neutral	Seek further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above
18	1	Victoria Sydney Facoory	Oppose	Decline the proposed works with changes incorporated into the structure planning process to be managed by Auckland Council
18	2	Victoria Sydney Facoory	Oppose	Not proceed with designation at the property 149 Boord Crescent, Kumeu to the Huapai domain until after the bypass (ASH) is built and traffic studies
19	1	Telecommunications Submitters	Oppose	proposals interconnect with those incomplete roads, including but not limited to, the incomplete

20	1	NZRPG	Support	Future proofing and integration with existing infrastructure
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Notice of Requirement - Kumeu Rapid Transit Station Waka Kotahi NZTA (NoR KS)				
Summary of Submissions				
Sub #	Sub Point	Submitter Name	Oppose/Support	Relief Sought
1	1	Morris Chang	Support	Need this to be done
2	1	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi	Oppose	Withdraw the NOR and issue it at a later date, or that the deadline for submissions by extended by 6 months
2	2	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi	Oppose	Reject the NOR because it allows for additional flooding in the area
3	1	John Martin Alexander	DNS	Re-zone properties between SH16, Fosters Rd, Trigg Rd and the re-zoned land) to residential
4	1	Arlene Ross	Oppose	Withdraw the NOR
5	1	Graham Ross	Oppose	Withdraw the NOR
6	1	KiwiRail Holdings Limited	Neutral	Retain conditions 4[3], 14[11], 15[12], and 18[15]) as notified
7	1	Roseanne Dassler	Oppose	Withdraw the NOR
8	1	Paul Joicey	Oppose	Oppose the proposed plan to widen the road through Kumeu Village and urge an alternative solution proposed by Future Kumeu to build a bypass and develop the township on a greenfield site slightly out of the current village
9	1	Kumeu Dental Surgery Ltd	Oppose	Withdraw the NOR, if not withdrawn seek recommendations
10	1	Michael Land	Oppose	Remove the NOR
11	1	Charitha Lansage	Neutral	Give more information regarding the work layout and how it will effect daily lives
12	1	Phelan Pirrie	Support	Approve the NOR
13	1	Dave WATT	Oppose	Withdraw the NOR
14	1	Vincent La Rosa	Oppose	Seek an updated flood report, increase in the size of wetlands and have the open drain alongside of the railway fit for purpose
15	1	FBL Properties Ltd	Oppose	Withdraw the NOR
16	1	Nicole Matthews	Oppose	Withdrawn the NOR
17	1	Atlas Concrete Limited	Support	Confirm the NOR KS for construction during the 2023-2037 period with a 20 year lapse period as sought by NZTA, or any alternative relief of like effect to the satisfaction of the submitter or any consequential or incidental amendments necessary to achieve the relief sought to the satisfaction of the submitter
18	1	Price Properties Limited	Oppose	Withdraw the NOR
19	1	Heritage New Zealand Pouhere Tanonga	Neutral	Seek more fulsome historic heritage assessments
19	2	Heritage New Zealand Pouhere Tanonga	Neutral	Undertake further assessments

19	3	Heritage New Zealand Pouhere Tanonga	Neutral	Re-write the objective of the HHMP and focus the purpose of the HHMP to be on provision details
20	1	The Walker Family Trust	Oppose	Investigate further the following alternatives (Instead of creating a rapid transit line along State Highway 16): - Opportunity to incorporate and utilise the existing Kiwi Rail Line for a diesel train shuttle from Swanson to Kumeu/Huapai via Taupaki (as part of any Rapid Transit Network and utilising projects H and 8 of the NW Arterial Package), in a manner similar to British Rail/London underground network, for example; and - Opportunity to locate the corridor through the Countryside living zone from Brigham Creek interchange to Station Road through to Kumeu RT Station as per the concept presented by Future Kumeu (and utilising project 21 from the NW Arterials Package)
21	1	The Walker Family Trust and Sharon Walker Family Trust	Oppose	Investigate further the following alternatives (Instead of creating a rapid transit line along State Highway 16): - Opportunity to incorporate and utilise the existing Kiwi Rail Line for a diesel train shuttle from Swanson to Kumeu/Huapai via Taupaki (as part of any Rapid Transit Network and utilising projects H and 8 of the NW Arterial Package), in a manner similar to British Rail/London underground network, for example; and - Opportunity to locate the corridor through the Countryside living zone from Brigham Creek interchange to Station Road through to Kumeu RT Station as per the concept presented by Future Kumeu (and utilising project 21 from the NW Arterials Package)
22	1	Ross Roderick Spence and Adrienne Mayo Spence	Oppose	Retain the statutory period of the designation to 5 years and not extend it
22	2	Ross Roderick Spence and Adrienne Mayo Spence	Oppose	Provide more information on the proposed strategic transport network and its affect on all of the properties in the Kumeu Huapai district and without limitation the location of the Kumeu Huapai township so that we can better submit on the direct impact of the proposed strategic transport network on our property and whether or not part, or the whole of the property, should ultimately be acquired by the Council.
23	1	Adrian Bullock	Support	Rquire a higher standard to be meet to avoid any negative flooding effects
24	1	Watercare Services Limited	Neutral	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
25	1	Victoria Sydney Facoory	Oppose	Decline the proposed works with changes incorporated into the structure planning process to be managed by Auckland Council
25	2	Victoria Sydney Facoory	Oppose	Not proceed with designation at the property 149 Boord Crescent, Kumeu to the Huapai domain until after the bypass (ASH) is built and traffic studies
26	1	Bowring Properties Group	Oppose	Seeks that designation is declined, alternatively seeks the following relief: a. That the extent of the designation boundary of NoR KS in relation to the Site be reviewed and reduced or altogether removed; b. That there will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction. c. Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access/egress to/from the Site being specifically maintained throughout the construction period. d. 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. e. That the proposed conditions of NoR KS be amended following review of the extent of the designation boundary. f. Such other, additional or consequential changes to the designation and/or conditions as may be appropriate to address the issues identified in this submission.

27	1	T A S Ltd	Oppose	<p>Seeks that the designation is declined, to the extent that issues identified cannot be addressed, alternatively the following relief is sought:</p> <p>That the extent of the designation boundary of NoR KS in relation to the Site be reviewed and reduced or altogether removed.</p> <p>b. That there will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.</p> <p>c. Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access/egress to/from the Site being specifically maintained throughout the construction period.</p> <p>d. 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:</p> <ul style="list-style-type: none"> • 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. <p>e. That the proposed conditions of NoR KS be amended following review of the extent of the designation boundary.</p> <p>f. Such other, additional or consequential changes to the designation and/or conditions as may be appropriate to address the issues identified in this submission.</p>
28	1	Telecommunications Submitters	Oppose	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(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:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(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.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>Advice Note:</p> <p>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).</p>
28	2	Telecommunications Submitters	Oppose	<p>Add a new condition to each notice of requirement as follows:</p> <p>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.</p>
29	1	Christopher McGuire	Oppose	<p>This project must have as one of its non-negotiable goals that the flood hazard is lessened on all adjacent residential commercial and instrual properties</p>
29	2	Christopher McGuire	Oppose	<p>Pursue imaginative initiatives:</p> <p>a. The whole project should be the subject of an audit that asks questions like:</p> <p>i. Do we need impermeable materials for this particular item?</p> <p>ii. Instead of a concrete foot path, could we use a semi porous surface like limestone chip?</p> <p>b. Why not construct bike lanes with Gobi blocks or similar to increase natural drainage?</p> <p>c. Where could we strategically locate rain gardens?</p> <p>d. With the patch work of bare land in the area, can we imaginatively incorporate it into a flood plain?</p> <p>e. How do we best ensure optimum run off/drainage after heavy rain? e.g. by having programmed maintenance that ensures the Kumeu river and its 'creek' tributaries, are always clear of debris to allow optimum run off? (Note: failure of this type of maintenance was a major contributing factor to the seriousness of the 2022 flood).</p> <p>f. What other measures can we take to improve drainage and run off after heavy rains?</p> <p>e.g. Wetlands are acknowledged to have a tendency to slow run off after flood events. Should the Huapai wetlands go?</p>
30	1	NZRPG	Support	<p>These proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.</p>

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Notice of Requirement - Alternative State Highway (NoR S1) Waka Kotahi NZTA					
Summary of Submissions					
Sub #	Submitter Name	Address for Service	Oppose/Support	Other NOR's related	Relief Sought
1.1	Kingsley Seol	king_seol@hotmail.com	Support	NA	Implement planned infrastructure for S1 as soon as possible, preceding planned timeframe.
2.1	Peiping Liu and Tony Wu	maryhng@hotmail.com	Oppose	S2	Submitter seeks to remain at their property at 660 Waitākere Road, Kumeū and for my property to remain as is (without any disruptions).
3.1	CJS NZ Limited	scott@urbanplanco.nz	Oppose	RTC	If a 20-year lapse date is to be granted that a clear process must be incorporated into the designation allowing affected property owners to opt out of affected land at a time of their choosing, rather than Waka Kotahi's, and that appropriate budget be assigned for this purpose
3.2	CJS NZ Limited	scott@urbanplanco.nz	Oppose	RTC	The NORs are withdrawn.
4.1	Morris Chang	morris.chang502@gmail.com	Support	NA	Support for S1
5.1	Member of Parliament for Kaipara ki Mahurangi Christopher Penk	chris.penkmp@parliament.govt.nz	Oppose	NA	Withdraw and reissue NOR's at a later date.
5.2	Member of Parliament for Kaipara ki Mahurangi Christopher Penk	chris.penkmp@parliament.govt.nz	Oppose	NA	Extend the submission period for the NOR by 6 months so people who have been impacted by the floods have time to submit.
5.3	Member of Parliament for Kaipara ki Mahurangi Christopher Penk	chris.penkmp@parliament.govt.nz	Oppose	NA	Reject the NOR
6.1	GH Atchison PM Atchison	gatchison05@gmail.com	Oppose	NA	(Desired relief unclear)It is totally unacceptable to put peoples lives on hold for this length of time. i.e. 10 to 30 years
7.1	John Martin Alexander	john.alexander@mmbroads.co.nz	DNS	S2,S3,S4	Rezone the area indicated (Trigg Road, Fosters Road, map in submission) for residential development through the FUZ.
8.1	Emily McGowan	mcgowan_emily@hotmail.com	Support	RTC	Proceed with the ASH urgently
8.2	Emily McGowan	mcgowan_emily@hotmail.com	Support	RTC	Complete the ASH before work commences on the RTC.
9.1	Samuel L Cooper	scoopz@gmail.com	Neutral	NA	A consent condition requiring a noise wall and extensive planting to the eastern side of the ASH from SH16 (near Foster road) through to atleast the trig road/foster road overbridge.
9.2	Samuel L Cooper	scoopz@gmail.com	Neutral	NA	A review of the ASH alignment and associated designation to move the Northern end adjacent foster road further west (beyond the gas line), away from waterways draining to the Kaipara, into existing undeveloped land and closer to Waimauku.
9.3	Samuel L Cooper	scoopz@gmail.com	Neutral	NA	It is requested Council separately address the land zoning to move the future urban / mixed rural boundary west to the new ASH along foster and trig roads as the new ASH creates a "pocket" of trapped rural land that was not contemplated at the time of the unitary plan
10.1	Geoffrey Sinclair	geoffsinclair88@gmail.com	Support	NA	To prioritize resource consent, funding, and construction of the Alternative State Highway (NoR S1) as the most important project and have this built before other projects.
11.1	Spark New Zealand Trading Limited (Spark)	chris@incite.co.nz	DNS	All NORs (General)	Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.. XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times XX: The contractor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark. XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable. XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.

12.1	Te Kawerau a Maki (Te Kawerau Iwi Tiaki Trust)	edward.ashby@tekawerau.iwi.nz	Oppose	NA	Reject the ASH component of the NW Te Tupu Ngatahi project due to significant adverse cultural effects.
13.1	Merchant Timber Ltd	koheroa@gmail.com	Support	RTC	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
13.1	Merchant Timber Ltd	koheroa@gmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
14.1	Future-Kumei Incorporated	office@francisbrostld.co.nz	Support	RTC	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
14.2	Future-Kumei Incorporated	office@francisbrostld.co.nz	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
15.1	Robyn Emm	cinderela666@hotmail.com	Support	NA	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
15.2	Robyn Emm	cinderela666@hotmail.com	Support	NA	It is our position that if the ASH is approved, design and construction should begin immediately.
16.1	Nickolas Salter & Donna Young	donna@salter.net.nz	Oppose	S3	We ask that the NoR corridor boundary along Ngongetepara Stream be revised and the impact on 238 State Highway 16 be reduced as detailed. (See submission)
17.1	Dave Watt	davew.apl@gmail.com	Support	RTC	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
17.2	Dave Watt	davew.apl@gmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
18.1	Colin Emm	colin.emm@ccep.com	Support	NA	SH16 should not be run through Kumeu/Huapai
18.2	Colin Emm	colin.emm@ccep.com	Support	NA	The ASH should be completed ASAP
19.1	Lynette Carter	l.carter@outlook.co.nz	Oppose	NA	Widen existing SH16
19.2	Lynette Carter	l.carter@outlook.co.nz	Oppose	NA	Make a ring road around Kumeu/Huapai shops
20.1	Clement Lim	alienball@yahoo.com	Support	NA	Build the ASH ASAP
21.1	Peter Edward Clark and Diane Margaret Clark	petermosquita01@gmail.com	Oppose	NA	Withdraw the NOR
22.1	Phelan Pirrie	pirrie@gmail.com	Support	NA	Approve the NOR as provided.
23.1	Chao Family Trust	dchao.realmart@gmail.co	Oppose	NA	Submitter seeks assistance from council as to the effect of the NOR on 691 Waitakere Road
23.2	Chao Family Trust	dchao.realmart@gmail.co	Oppose	NA	Reduce the GIS extent on 691 Waitakere Road by moving the ASH to the North as much as possible.
23.3	Chao Family Trust	dchao.realmart@gmail.co	Oppose	NA	Provide a road connection to Waitakere Road and to the ASH for the land left over. (?)
24.1	Rob Mihaljevich	strand@outlook.co.nz	Support	NA	Support fast track of consent.
25.1	Qihui Michael Zhou	mkvivi@hotmail.com	Support	NA	Start construction of the NOR ASAP
26.1	Country Living Realty	graham.mcintyre@mikepero.com	Support	NA	Start construction of the NOR ASAP
27.1	Huapai Truck Painters Ltd.	info@truckpainters.co.nz	Support	RTC	Halt the RTC so the ASH can precede it
27.2	Huapai Truck Painters Ltd.	info@truckpainters.co.nz	Support	RTC	Approve the NOR on a 5 year lapse period.
27.3	Huapai Truck Painters Ltd.	info@truckpainters.co.nz	Support	RTC	Begin construction on ASH ASAP
28.1	The Way Family Trust	clive.way@xtra.co.nz	Support	RTC	Halt the RTC so the ASH can precede it
28.2	The Way Family Trust	clive.way@xtra.co.nz	Support	RTC	Begin construction on ASH ASAP
29.1	Anne Smith	PO Box 287 Kumeu Auckland 0841	Support	NA	Support the NOR
30.1	Steve Clark	scaw@xtra.co.nz	Support	NA	Support the NOR
31.1	Briar Dunn	briardunn2003@yahoo.co.nz	Support	NA	Fast Track the NOR
32.1	Dean Forster	dean.forster@xtra.co.nz	Support	RTC	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
32.2	Dean Forster	dean.forster@xtra.co.nz	Support	RTC	It is my position that if the ASH is approved, design and construction should begin immediately.

33.1	Lendich Construction Limited	Jessica@thepec.co.nz / Burnette@thepec.co.nz	Oppose	NA	Lendich Construction Limited seek that Auckland Council recommend that NoR S1 be refused: Lendich Construction Limited seeks any alternative relief or amendments as considered appropriate and necessary to address its concerns raised in this submission.
34.1	Body Corporates number 98706 (90a, 90B, 90c and 90D Main Rd Kumeu)	molly.whittington7@gmail.com	Support	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
34.2	Body Corporates number 98706 (90a, 90B, 90c and 90D Main Rd Kumeu)	molly.whittington7@gmail.com	Support	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
35.1	All Seasons Properties Limited	Jessica@thepec.co.nz / Burnette@thepec.co.nz	Oppose	NA	Lendich Construction Limited seek that Auckland Council recommend that NoR S1 be refused: Lendich Construction Limited seeks any alternative relief or amendments as considered appropriate and necessary to address its concerns raised in this submission.
35.2	All Seasons Properties Limited	Jessica@thepec.co.nz / Burnette@thepec.co.nz	Oppose	NA	ASP seek Auckland Council recommends refusal to NOR S1: a. Any alternative relief or amendments as considered appropriate and necessary to address the concerns raised in this submission.
36.1	Liam Alexander Josef Kiely	liamkielynz@gmail.com	Support	RTC	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
36.2	Liam Alexander Josef Kiely	liamkielynz@gmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
37.1	Katie Richards	sk.richards@xtra.co.nz	Support	NA	I seek that the NoR is recommended to be approved and that design and construction should begin immediately.
37.2	Katie Richards	sk.richards@xtra.co.nz	Support	NA	I also ask whether the bypass could be along the already existing Old North Road. as this is forestry and so has the least impact on farmland.
38.1	Chohan Lanka Dissanayake	05home.chohan@gmail.com	Neutral	NA	Make more information available regarding work layout and on daily life.
39.1	Andrew Kinzett	ajjkinzett@gmail.com	Support	RTC	Alternate state highway is of immediate priority and should be actioned before the RTC.
40.1	Huihui Chen	mkrz@hotmail.com	Support	NA	Start the SH16 bypass ASAP
41.1	Bruce and Lisbeth Norton	bandl.norton@xtra.co.nz	Support	RTC	NOR approval and construction ASAP
42.1	Lien Wang	dakara0415@gmail.com	Support	RTC	I seek that the NoR is recommended to be approved, subject to the imposition of a 5 year lapse period.
42.2	Lien Wang	dakara0415@gmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
43.1	Jurene Andrew	jurenesu@gmail.com	Support	RTC	I seek that the NoR is recommended to be approved, subject to the imposition of a 5 year lapse period.
43.2	Jurene Andrew	jurenesu@gmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
44.1	Russell Williams	arussellw.nz@gmail.com	Support	RTC	I seek that the NoR is recommended to be approved, subject to the imposition of a 5 year lapse period.
44.2	Russell Williams	arussellw.nz@gmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
45.1	Beverley Speedy	bevspeedy@xtra.co.nz	Oppose	NA	Do not add NOR to titles until the project is fully confirmed and funded.
46.1	Vicki Jones	mvdk@xtra.co.nz	Support	NA	I seek that the NoR is recommended to be approved, subject to the imposition of a 5-year lapse period.
46.2	Vicki Jones	mvdk@xtra.co.nz	Support	NA	At the end of the 5-year lapse period, affected property owners have a choice to either begin negotiations for acquisition or to delay acquisition for another 5 years if the acquisition is not required immediately.
47.1	John Richard Baker Phillipa Clare Baker Gwillim Family Trust	jandpbaker@xtra.co.nz	Oppose	NA	Supply detailed noise contour plans for construction and operation for the Pomona Road area.

47.2	John Richard Baker Phillipa Clare Baker Gwillim Family Trust	jandpbaker@xtra.co.nz	Oppose	NA	Purchase the land designated to maintaining the environment including wetlands, native bat routes, any native plants and animals to ensure planting and maintenance to existing waterways starts well before construction
47.3	John Richard Baker Phillipa Clare Baker Gwillim Family Trust	jandpbaker@xtra.co.nz	Oppose	NA	Plans for dust and potential chemical contamination to roof areas which collect drinking water (tank supply) to be established.
47.4	John Richard Baker Phillipa Clare Baker Gwillim Family Trust	jandpbaker@xtra.co.nz	Oppose	NA	Re examine the route around the Pomona Road area and connect to Old North Road with extensions for future growth.
48.1	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body	kiran@kajjaitax.co.nz	Support	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
48.2	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	kiran@kajjaitax.co.nz	Support	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
49.1	Laureen Reeve	laureen.reeve@one.nz	Oppose	NA	Rezone and finalise zoning so we can build on countryside living plots for family over the next 20 years.
49.2	Laureen Reeve	laureen.reeve@one.nz	Oppose	NA	Buy the property out now. Use it for equipment storage.
50.1	Colin and Lenore Read	lenoreread@xtra.co.nz	Support	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
50.2	Colin and Lenore Read	lenoreread@xtra.co.nz	Support	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
51.1	Jim Hickling	jffitopa@xtra.co.nz	DNS	NA	Earthworks for the NOR should be starting 2024 not 2034.
51.2	Jim Hickling	jffitopa@xtra.co.nz	DNS	NA	Immediate start to works on the ASH
51.3	Jim Hickling	jffitopa@xtra.co.nz	DNS	NA	Building moratorium for the area until the completion of NOR's construction.
52.1	Stephanie Reilly	steph@loganarchitects.co.nz	Support	NA	The NOR be approved subject to a 5 year lapse period.
52.2	Stephanie Reilly	steph@loganarchitects.co.nz	Support	NA	If the ASH is approved, design & construction should commence immediately.
53.1	Mary Connelly and James Scully	mconnelly@xtra.co.nz	Support	NA	The Alternative State Highway is completed as soon as possible
54.1	Ms Yulan Xu and Ms Shuang He	yulawyers@gmail.com	Oppose	NA	We now seek further information in relating to the Notice in issue, including more detailed plans as to how access is to be provided for the Property and whether Brigham Creek Roundabout will be retained. Better still, we will appreciate NZTA may prepare maps to assist us to understand the proposal with greater clarity, we will then engage professional service to assist us in the process if necessary.
54.2	Ms Yulan Xu and Ms Shuang He	yulawyers@gmail.com	Oppose	NA	We really wish the the roading would not affect us in any direct way such as the one being proposed.
55.1	Kumeu Dental Surgery Ltd	paul@kumeudental.co.nz	Support	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
55.2	Kumeu Dental Surgery Ltd	paul@kumeudental.co.nz	Support	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
56.1	Paul Jared Kennedy	paul@chapmanv.com	Oppose	NA	I do not believe the NOR for my home is necessary for bat-mitigation purposes
56.2	Paul Jared Kennedy	paul@chapmanv.com	Oppose	NA	Unclear - Concern raised no relief sought

56.3	Paul Jared Kennedy	paul@chapmanv.com	Oppose	NA	Preserve the home and surrounding land by subjecting only the north and south paddocks of the property to be taken for the ecological corridors of the NOR (graphic in submssion)
56.4	Paul Jared Kennedy	paul@chapmanv.com	Oppose	NA	Unclear - Concern raised relief not sought (Implied- Negotiate acquisition now)
57.1	Anna Barnett	annamcpbee@gmail.com	Support	RTC	That the Alternate route / bypass NoR S1 be approved.
58.1	Peter Lawrence Gifkins	kenza@xtra.co.nz	Support	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
58.2	Peter Lawrence Gifkins	kenza@xtra.co.nz	Support	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
59.1	Roseanne Kalley Dassler	roseannedassler@hotmail.com	Support	RTC	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
59.2	Roseanne Kalley Dassler	roseannedassler@hotmail.com	Support	RTC	It is our position that if the ASH is approved, design and construction should begin immediately.
60.1	Simply Events Holdings Ltd	ruthc@simplyevents.co.nz	Oppose	NA	The Alternative State Highway route be re-planned to avoid the negative impacts. There is plenty of farmland where the impact on rural living and the environment would be far less, and there would not be the loss of a significant social amenity.
61.1	Victoria Sydney Facoory c/- Northland town Planners Ltd Attn Peter Sinton	petesinton@townplanner.co.nz	Support	RTC	Adopt the Future Kumeu concept plan as a structure plan.
61.2	Victoria Sydney Facoory c/- Northland town Planners Ltd Attn Peter Sinton	petesinton@townplanner.co.nz	Support	RTC	Have the ASH precede all other traffic projects.
61.3	Victoria Sydney Facoory c/- Northland town Planners Ltd Attn Peter Sinton	petesinton@townplanner.co.nz	Support	RTC	I seek that the NoR is recommended to be approved, subject to the imposition of a 5 year lapse period.
61.4	Victoria Sydney Facoory c/- Northland town Planners Ltd Attn Peter Sinton	petesinton@townplanner.co.nz	Support	RTC	If the ASH is approved, design and construction should begin immediately.
62.1	Holly Southernwood	holly@figg.nz	Support	RTC	I seek that the NoR is recommended to be approved, subject to the imposition of a 5 year lapse period.
62.2	Holly Southernwood	holly@figg.nz	Support	RTC	If the ASH is approved, design and construction should begin immediately.
63.1	ComDev Ltd	jan@comdev.co.nz	Oppose	NA	Significantly reduce the NoR encroachment
64.1	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Support	S2,S3,S4, KS	That NoR S1 and NoR S4 be upheld and confirmed.
64.2	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Support	S2,S3,S4, KS	That construction of these proposed public works be required to commence in the period 2025 to 2030, with a 10-year lapse date imposed.
64.3	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Support	S2,S3,S4, KS	That NoR S3 (and NoR KS) be confirmed for construction during the 2033-2037 period, with a 20-year lapse period, as sought by NZTA.
64.4	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Support	S2,S3,S4, KS	That NoR S2 be refused for the portion of Main Road between the Atlas driveway and Weza Lane, with the Requiring Authority suspending work on this portion of the project until: i. The Kumeu Floodway project is completed; and ii. The Kumeu-Huapai Centre Plan is amended so that a future proposed plan change can give effect to the AUP RPS provisions relating to building within floodplains and reverse sensitivity effects.
64.5	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Support	S2,S3,S4, KS	Any alternative relief of like effect, to the satisfaction of the Submitter.

64.6	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Support	S2,S3,S4, KS	Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.
65.1	Tiger Aspell	tasp006@hotmail.com	Oppose	NA	Exact details for the usage of this land, including the percentage area that will be built on and what the remainder of the land will be used for.
66.1	Ray Chong and Judy Chong	paulinesho@gmail.com	Oppose	NA	Suspend the current proposals and first engage in a deep and direct dialogue and consultation with the local community as to feasible, safe and sustainable roading solutions. This should seek to minimise as much as possible any appropriation of private land so that residents can maintain the quiet enjoyment of their property and without suffering detrimental economic loss in the value of their property.
66.2	Ray Chong and Judy Chong	paulinesho@gmail.com	Oppose	NA	To cease the proposals under the Notice of Requirement - Coatesville-Riverhead Highway R1 in respect of widening Coatesville-Riverhead Highway and remove the Notice of Requirement from our property at 1363 Coatesville-Riverhead Highway.
66.3	Ray Chong and Judy Chong	paulinesho@gmail.com	Oppose	NA	Suspend resource consent applications decisions for residential development for Coatesville-Riverhead Highway and the Kumeu and Riverhead areas until long term, safe and sustainable roading solutions are put in place, along with sufficient infrastructure. Riverhead is already at capacity.
66.4	Ray Chong and Judy Chong	paulinesho@gmail.com	Oppose	NA	Require residential home developers to contribute to an additional infrastructure fund for the NorWest area, as the problems have unquestionably been caused by the population explosion in the area.
67.1	Price Properties Limited	joan.forret@harkness.co.nz	Support	NA	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
67.2	Price Properties Limited	joan.forret@harkness.co.nz	Support	NA	It is my position that if the ASH is approved, design and construction should begin immediately.
68.1	Margaret Anne White	margaretwhite140@gmail.com	Neutral	NA	To amend the proposed designation so that the NOR applies to 65.5 metres by 10 metres only along the boundary, but not to the remaining 24.5 metres by 10 metres along the boundary. See <u>plan attached</u> .
69.1	Firstgas Ltd	pam.unkovich@firstgas.co.nz	Neutral	NA	Firstgas Ltd seek that stronger direction is provided within Proposed Pre-Construction Condition 7, in respect of consultation at design stage, to be as below (deletions struck through, additions underlined). This aligns with Conditions of Designation 6774, for the construction of the East-West Link State Highway. Pre-construction Conditions 7. Outline Plan (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project. (c) Outline Plans shall must include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include including but not limited to: (i) Network Utilities Management Plan; (ii) Construction Environmental Management Plan; (iii) Construction Traffic Management Plan; (iv) Construction Noise and Vibration Management Plan; (v) Urban and Landscape Design Management Plan; (vi) Historic Heritage Management Plan; (vii) Ecological Management Plan; and (viii) Tree Management Plan. The Requiring Authority shall consult with Network Utility Operators so that the design details shall be developed in consultation with the relevant asset owner. Any comments and input received from the asset owner shall be summarised within the Outline Plan, setting out how this input has been incorporated into the design, and where any input has not been incorporated, the reasons why.
70.1	Simon Papa	simon.papa2@gmail.com	Oppose	NA	Oppose the NOR
71.1	Alesana and Stacie Levi	leviplumbing@outlook.com	Neutral	NA	We will need fair compensation if this is to go ahead.
72.1	Topland New Zealand Limited	liam@topland.co.nz	Oppose	NA	Both the Submitter and Topland New Zealand oppose the NOR in the subject site's locality. We therefore seek that Auckland Council declines the NOR in its current form and that the original two 'northern' and 'southern' options be readapted.

72.2	Topland New Zealand Limited	liam@topland.co.nz	Oppose	NA	Alternatively, we request that Te Tupu Ngatahi undertake an effective mediation process with the Submitter to achieve an amenable outcome for all parties.
73.1	Dianne Mary Kamuhemu	dkamuhemu@gmail.com	Support	NA	We seek that the NoR is recommended to be approved, subject to the imposition of a five-year lapse period.
73.2	Dianne Mary Kamuhemu	dkamuhemu@gmail.com	Support	NA	It is my position that if the ASH is approved, design and construction should begin immediately.
74.1	Muyi Zeng and Bihui Zhao	michael@campbellbrown.co.nz	Oppose	NA	That NOR S1 is declined, or in the alternative
74.2	Muyi Zeng and Bihui Zhao	michael@campbellbrown.co.nz	Oppose	NA	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 stormwater devices, bus ways, traffic lanes, cycle lanes, foot paths and berms) are contained within the existing road corridor;
74.3	Muyi Zeng and Bihui Zhao	michael@campbellbrown.co.nz	Oppose	NA	That the designation boundaries are amended to align with the above;
74.4	Muyi Zeng and Bihui Zhao	michael@campbellbrown.co.nz	Oppose	NA	<ul style="list-style-type: none"> * If the designation is unavoidable, a clear timeframe is set out for the designation works and for the whole of the site to be divested to the Requiring Authority and/or a reduced lapse date of 10 years on the basis that a reduced lapse date: <ul style="list-style-type: none"> o Will provide sufficient time to protect the NOR S1 route while giving landowners increased certainty to use their land; o Will mitigate the adverse effects that a designation has on the use of land; o Will avoid unnecessary delay and cost associated with a longer timeframe; o Will better integrate with the timeframe of the anticipated urbanisation of the area.
74.5	Muyi Zeng and Bihui Zhao	michael@campbellbrown.co.nz	Oppose	NA	Such other consequential amendments to the provisions of NOR S1 as may be necessary to give effect to the relief sought in this submission.
75.1	KiwiRail Holdings Limited	Pam.butler@kiwirail.co.nz	Neutral	NA	Retain conditions 4[3], 14[11], 15[12], and 18[15]) as notified
76.1	Bradford Dibble	B.Dibble@xtra.co.nz	Neutral	NA	Direct Motorway link from out west(Kumeu area) to the North Shore
77.1	Anca Joicey	anca@kumeudental.co.nz	Support	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
77.2	Anca Joicey	anca@kumeudental.co.nz	Support	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
78.1	Arlene Ross	arlene.ross2610@gmail.com	Neutral	NA	The NoR be approved with a time frame of purchase within 3 years and work completed within 5 years or by end of 2028 which ever comes first.
79.1	W&P ENTERPRISES LIMITED	jwsp@xtra.co.nz	Oppose	NA	Provide a detailed and creditable plan that mitigates current and future failures in this system currently and in the future.
80.1	Jose Alberto Cosio and Deborah Naire Cosio	joe@cosio.co.nz	Neutral		I propose this new road be planned to be slightly south over the proposed wetland, to include the top end of Dysart Lane, rather than curving North at that point, making it a straighter route. The ASH WETLAND 20 shown in SGA-DRG-NWE-005-CI-1110 appears to be something that will be created to accommodate the curve in the new highway rather than for any wetland protection. In my opinion, what is shown as wetland does not exist at the intersection of Pomona Road and Dysart Lane and therefore does not need any particular protection.

81.1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz		NA	A more fulsome historic heritage assessments, using the appropriate expertise for these separate disciplines to clearly assess cultural, built heritage and archaeology of the area; to provide the appropriate advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
81.2	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Neutral	NA	The objective of the HHMP is rewritten to remove all duplication of archaeological authority processes with the HNZPTA 2014.
81.3	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Neutral	NA	The purpose of the HHMP should be focussed on the provision details such as: <ul style="list-style-type: none"> • Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua in respect of heritage 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.
82.1	Steve Clark & Anne Smith	scaw@xtra.co.nz	Support	NA	Support the NOR
83.1	Ross Roderick Spence and Adrienne Mayo Spence	peter.smith@smithpartne	Oppose	S2,S3,S4,KS,HS	Retain the statutory period of the designation to 5 years and not extend it.
83.2	Ross Roderick Spence and Adrienne Mayo Spence	peter.smith@smithpartne	Oppose	S2,S3,S4,KS,HS	Provide more information on the proposed strategic transport network and its affect on all of the properties in the Kumeu Huapai district and without limitation the location of the Kumeu Huapai township so that we can better submit on the direct impact of the proposed strategic transport network on our property and whether or not part, or the whole of the property, should ultimately be acquired by the Council.
84.1	John Russell Falconer and Karen Anderson	j.anderson@civicchambe	Oppose	NA	Provision for additional ferry or hovercraft service nodes, ie wharves, jetties, park and ride carparks, that would, in and of themselves, reduce the reliance on the road network.
85.1	Watercare Services Limited	mark.bishop@water.co.n	Neutral	All NOR's (General)	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
86.1	Victoria Sydney Facoory	petesinton@townplanner.co.nz; sandparkstables@hotmail.co.nz	Support	NA	I seek that the NoR is recommended to be approved, subject to the imposition of a 5 year lapse period.
86.2	Victoria Sydney Facoory	petesinton@townplanner.co.nz; sandparkstables@hotmail.co.nz	Support	NA	If the ASH is approved, design and construction should begin immediately.
87.1	Natalya Ujdur	owen@greengroup.co.nz	Neutral	NA	That the conditions attached to the designation require that Motu Road continue to operate as part of the local roading network during and following construction works without limitations as to access to properties.

88.1	Telecommunications Submitters	chris@incite.co.nz	Oppose	All NOR (General)	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p><u>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</u></p> <p><u>(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:</u></p> <p><u>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</u></p> <p><u>(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.</u></p> <p><u>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</u></p> <p><u>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</u></p> <p><u>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</u></p> <p><u>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</u></p> <p><u>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</u></p> <p><u>Advice Note:</u></p> <p><u>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).</u></p>
88.2	Telecommunications Submitters	chris@incite.co.nz	Oppose	All NOR (General)	<p>Add a new condition to each notice of requirement as follows:</p> <p>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.</p>
89.1	NZRPG	cbarbour@nzrpg.co.nz	Support	All NOR (General)	<p>These proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.</p>

Notice of Requirement - 6766 State Highway 16 Main Road Upgrade (NoR S2) Waka Kotahi NZTA

Summary of Submissions						
Sub #	Sub Point	Submitter Name	Address for Service	Oppose/Support	Related NORs	Relief Sought
1	1	Peiping Liu and Tony Wu	maryhng@hotmail.com	Oppose	S1	Submitter seeks to remain at their property at 660 Waitākere Road, Kumetu and for my property to remain as is (without any disruptions).
2	1	Ms Susan Newnham	sue@sue2.co.nz	Support	NA	Submitter requires assurances that neither they nor their property will be disadvantaged during construction
3	1	GT Marine	george@gtmarine.co.nz	Oppose	NA	A plan of action for clearing existing debris that are blocking the waterways, improving stop banks and providing assurance that flooding will be addressed and future works won't cause further flood risk.
4	1	for Kaipara ki Mahurangi Christopher Penk	chris.penkmp@parliament.govt.nz	Oppose	NA	Withdraw and reissue NOR's at a later date.
4	2	for Kaipara ki Mahurangi Christopher Penk	chris.penkmp@parliament.govt.nz	Oppose	NA	Extend the submission period for the NOR by 6 months so people who have been impacted by the floods have time to submit.
4	3	for Kaipara ki Mahurangi Christopher Penk	chris.penkmp@parliament.govt.nz	Oppose	NA	Reject the NOR
5	1	John Martin Alexander	john.alexander@mmbrands.co.nz	DNS	S1,S3,S4	Rezone the area indicated (Trigg Road, Fosters Road, map in submission) for residential development through the FUZ.
6	1	Spark New Zealand Trading Limited (Spark)	chris@incite.co.nz		All NORs (General)	Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated. XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times XX: The contractor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark. XX: Spark shall be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable. XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.
7	1	Ministry of Education	gemma.hayes@education.govt.nz	Neutral	S3	The Ministry is neutral on NoRS3 and S2, however if the consent authority is minded to confirm the Notice of Requirement, the Ministry requests the following relief and any consequential amendments required to give effect to the matters raised in this submission. The Ministry seeks the following relief for the condition below on both NoR S2 and S3, additions are underlined: (a) A SCEMP shall be prepared prior to the start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged communicated with throughout the Construction Works. To achieve the objective, the SCEMP shall include: (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) ... (ix) methods for engaging with Matua Ngaru School and Huapai District School. The Schools must be contacted ten working days prior to the start of any construction within 100m of the school boundary.
7	2	Ministry of Education	gemma.hayes@education.govt.nz	Neutral	S3	The Ministry seeks the following relief being accepted and any consequential amendments required to give effect to the matters raised in this submission: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:... (i) <u>How heavy vehicles will avoid travelling along Gilbransen Road and VanRixel Drive during school pick-up and drop-off times (between 8.15am - 9.00am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. 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 engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u> b. <u>Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u> c. <u>Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.</u>
7	3	Ministry of Education	gemma.hayes@education.govt.nz	Neutral	S3	The Ministry supports the proposed condition that a CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
7	4	Ministry of Education	gemma.hayes@education.govt.nz	Neutral	S3	A new designation condition is included that the construction laydown area adjacent to Matua Ngaru School must be fully fenced to prevent students from entering the construction site. The fencing must have visually impermeable hoarding where classrooms are facing into the construction site to reduce any distractions to classroom learning environments. The site access point must be designed with clear visibility of and for pedestrians and cyclists to provide for the safety of students.

8	1	McDonalds Restaurants (NZ) Limited	mattn@barker.co.nz	Oppose	NA	That the extent of the designation boundary of NoR S2 in relation to the site be clarified;
8	2	McDonalds Restaurants (NZ) Limited	mattn@barker.co.nz	Oppose	NA	That McDonald's be a party to the detailed design regarding any changes to the Main Road/Oraha Road intersection, and the portion of Main Road between Oraha Road and Matua Road; and
8	3	McDonalds Restaurants (NZ) Limited	mattn@barker.co.nz	Oppose	NA	That further information is provided about the proposed works, construction time frame and extent of land take be confirmed.
9	1	Ben Xu	xuben@sina.com	Oppose	S3	Free support from professional planners/urban planners, legal advisors/lawyers, and Mandarin interpreters for all local people to resolve any issues regarding the Notice of Requirement; or full expense claims towards any fee incurred when local people seek such services regarding the Notice of Requirement.
9	2	Ben Xu	xuben@sina.com	Oppose	S3	A comprehensive compensation plan, and whether it is a standardised and transparent one, and I would like to know the exact compensations received by any of my neighbours, which they should have the right to know mine also.
10	1	Louise Baker	bakermouse@yahoo.co.uk	Support	NA	Improve active mode provision and also bus priority
11	1	Andrew Kinzett	ajjkinzett@gmail.com	Oppose	NA	Approval of the plan, with removal of active transport corridor North of Trigg Road
12	1	Kumeu Shopping Village Combined Owners' Committee [Lot 1: Kumeu Medical Centre; Lot 2: Body Corporate 98706 (90A-90D Main Rd)]	molly.whittington7@gmail.com	Oppose	RTC	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
12	2	Kumeu Shopping Village Combined Owners' Committee [Lot 1: Kumeu Medical Centre; Lot 2: Body Corporate 98706 (90A-90D Main Rd)]	molly.whittington7@gmail.com	Oppose	RTC	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.
12	3	Kumeu Shopping Village Combined Owners' Committee [Lot 1: Kumeu Medical Centre; Lot 2: Body Corporate 98706 (90A-90D Main Rd)]	molly.whittington7@gmail.com	Oppose	RTC	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
13	1	Future-Kumeu Incorporated	davidheron@xtra.co.nz	Oppose	S1, S3	The NOR be Withdrawn
14	1	Kumeu Medical Centre	william.ferguson@kumeumedical.co.nz	Oppose	RTC	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
14	2	Kumeu Medical Centre	william.ferguson@kumeumedical.co.nz	Oppose	RTC	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.
14	3	Kumeu Medical Centre	william.ferguson@kumeumedical.co.nz	Oppose	RTC	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.

15	1	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	kiran@kajaitax.co.nz / valavil@xtra.co.nz / jamsnow@hotmail.com	Oppose	RTC	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
15	2	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	kiran@kajaitax.co.nz / valavil@xtra.co.nz / jamsnow@hotmail.com	Oppose	RTC	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.
15	3	Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	kiran@kajaitax.co.nz / valavil@xtra.co.nz / jamsnow@hotmail.com	Oppose	RTC	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
15	4	Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	kiran@kajaitax.co.nz / valavil@xtra.co.nz / jamsnow@hotmail.com	Oppose	RTC	Support the NoR for the Alternative Route. Give the Alternative Route top priority for construction.
15	5	Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	kiran@kajaitax.co.nz / valavil@xtra.co.nz / jamsnow@hotmail.com	Oppose	RTC	Extend the specifications for the Alternate Route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu.
16	1	Mary Connelly and James Scully	mconnelly@xtra.co.nz	Support	NA	Works completed ASAP
17	1	Kumeu Dental Surgery Ltd	paul@kumeudental.co.nz	Oppose	RTC	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
17	2	Kumeu Dental Surgery Ltd	paul@kumeudental.co.nz	Oppose	RTC	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.
17	3	Kumeu Dental Surgery Ltd	paul@kumeudental.co.nz	Oppose	RTC	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
18	1	Joshua Nuske	joshnuske@icloud.com	Support	NA	Re-route the freight corridor to align with the bypass which will take up less land in Kumeu Huapai Centre
18	2	Joshua Nuske	joshnuske@icloud.com	Support	NA	Re-routing the freight line also opens up the possibility of an inland port that is west of Kumeu and well connected to the future bypass.
18	3	Joshua Nuske	joshnuske@icloud.com	Support	NA	Rapid/active transit from Riverhead - Taupaki to provide reliable connections from the large developments in that suburb.
19	1	Jim Hickling	jiftopa@xtra.co.nz		S1	NOR should not go ahead unless S1 is completed first.
20	1	Peter Lawrence Gifkins	kenza@xtra.co.nz	Oppose	RTC	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
20	2	Peter Lawrence Gifkins	kenza@xtra.co.nz	Oppose	RTC	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.

20	3	Peter Lawrence Gifkins	kenza@xtra.co.nz	Oppose	RTC	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
21	1	Roy Stansfield	roy.stansfield@strideproperty.co.nz	Oppose	NA	Decline the NOR until the traffic effects on the existing properties in Kumeu are better clarified.
22	1	Spraggs Investments Ltd	mattn@barker.co.nz	Oppose		Decline the designation, alternatively seek the following relief: To the extent that the issues identified above cannot be addressed by amending or refining the designation and/or its conditions, SIL seeks that the designation is declined. Alternatively, SIL seeks the following relief on NoR S2: a. That the extent of the designation boundary of NoR S2 in relation to the Site be reviewed b. That there will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction. c. Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access/egress to/from the Site being specifically maintained throughout the construction period. d. 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. e. That the proposed conditions of NoR S2 be amended following review of the extent of the designation boundary. f. Such other, additional or consequential changes to the designation and/or conditions as may be appropriate to address the issues identified in this submission.
23	1	Kumeu River Wines	admin@tnp.co.nz	Oppose	NA	That the NZTA State Highway 1 widening Requirement be generally confirmed but modified in response to the matters identified below
23	2	Kumeu River Wines	admin@tnp.co.nz	Oppose	NA	That the extent of the KRW property subject to the Requirement be significantly reduced to better reflect the actual land area needed for the currently proposed and designed roading, bridging, pedestrian and cycle works, including defined construction work areas.
23	3	Kumeu River Wines	admin@tnp.co.nz	Oppose	NA	That the areas of KRW property required for both permanent use and temporary construction works be separately and clearly defined as such, particularly in terms of their effects on vineyards and associated land for harvesting, maintenance and amenity requirements, and existing buildings and access.
24	1	Brajkovich Family Trust, 549 State Highway 16, Kumeu	admin@tnp.co.nz	Oppose	NA	That the NZTA State Highway 1 widening Requirement be generally confirmed but modified in response to the matters identified in B and C below.
24	2	Brajkovich Family Trust, 549 State Highway 16, Kumeu	admin@tnp.co.nz	Oppose	NA	That the nature and extent of proposed works and land subject to the Designation affecting the sites at 549 and 550 SH16 be amended, designed and undertaken as necessary to ensure that access to 549 SH16 is maintained both in the short and longer term.
24	3	Brajkovich Family Trust, 549 State Highway 16, Kumeu	admin@tnp.co.nz	Oppose	NA	That the areas of both 549 and 550 SH16 required for both permanent use and temporary construction works be separately and clearly defined as such, specifically in terms of their effects on access to 549 SH16.
25	1	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Oppose	S2,S3,S4	That NoR S1 and NoR S4 be upheld and confirmed.

						That construction of these proposed public works be required to commence in the period 2025 to 2030, with a 10-year lapse date imposed.
25	2	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Oppose	S2,S3,S4	
25	3	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Oppose	S2,S3,S4	That NoR S3 (and NoR KS) be confirmed for construction during the 2033-2037 period, with a 20-year lapse period, as sought by NZTA.
25	4	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Oppose	S2,S3,S4	That NoR S2 be refused for the portion of Main Road between the Atlas driveway and Weza Lane, with the Requiring Authority suspending work on this portion of the project until: i. The Kumeu Floodway project is completed; and ii. The Kumeu-Huapai Centre Plan is amended so that a future proposed plan change can give effect to the AUP RPS provisions relating to building within floodplains and reverse sensitivity effects.
25	5	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Oppose	S2,S3,S4	Any alternative relief of like effect, to the satisfaction of the Submitter.
25	6	Atlas Concrete Limited	david.haines@hainesplanning.co.nz	Oppose	S2,S3,S4	Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.
26	1	Barney Holdings Limited	ablomfield@bentley.co.nz	Oppose		Rejection of the NOR or amendments to the NOR including by way of conditions, to address BHL's concerns including: a. Amending the designation boundary for the NOR within the Property to be limited to the area that is actually required to implement the proposed works; b. A condition requiring Designation 6768 to be uplifted from the Property; c. Appropriate conditions to preclude any use of the Property for construction activities (including as a laydown area); d. Appropriate conditions setting outcomes for the operation of the activities within the Property during construction, and requiring engagement with BHL and the tenants when preparing management plans; e. Appropriate conditions requiring the existing access arrangement to the Property to be maintained; f. Appropriate conditions to require adequate flood prevention and mitigation measures to avoid an increase in risk of flooding to the Property; and g. A more limited lapse period for the designation.
27	1	Michael Davis Family Trust	highreward@xtra.co.nz	Support	S2	Amend the plans to remove 379 Matua Road from the NoR/designation area. • Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road. • Limit the extent of piping and filling of natural waterways and wetlands. • Limit the extent of earthworks filling and changes to natural overland flow paths. Include a condition that the Requiring Authority fund and invite landowners included within the designation area to prepare a Landowners Impact and Advisory Report. The objective of the Landowner Impact and Advisory Report is to assist in understanding and identifying landowners' issues and concerns and identify opportunities for design changes to minimise impacts/effects of the proposed works on landowners, the environment, and their properties.
28	1	S Nuich and I Selak and S A Nuich and Gibson Nominee Ltd	david.haines@hainesplanning.co.nz	Oppose	S2	That the NoR, to the extent that it seeks to take further land for road widening purposes, be refused in respect of the Site at 529 SH16, Huapai. That, in the alternative, the Requiring Authority urgently takes the necessary steps to acquire any additional land needed from the Site using the provisions of the Public Works Act 1981.
29	1	Stephen Anderson	stephenA@trigconsultants.co.nz	Oppose		Submitter seeks accurate concept plans should the Council assess this not required I would seek the following conditions be imposed: 1 Limit filling within my property, described above, to the southern side of the new concrete driveway. 2 Safeguard access to the current driveway servicing the subdivision of my land. 3 Protect the notable silver dollar tree 2603 during construction. 4 Place a suitable noise barrier along my road (Stae Highway) boundary starting at the new concrete driveway. The barrier to be at sufficient height to limit overlooking of my property. 5 Removal all references to the property being used as a "site compound"
30	1	Colin and Lenore Read	lenoreread@xtra.co.nz	Oppose		Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project. That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.

31	1	Faye and James O'Neill	jmoocher33@gmail.com	Oppose	I or we seek the following recommendation or decision from Auckland Council: The proposed plan has the option to acquire land from the opposite side of Station Road as there is a vacant section and a new rest home development under construction. Common sense should have seen acquisition of a road frontage portion of land for future growth (road widening and realignment) as part of their Resource Consent, negating the need to impact existing family homes. Any NOR should be met with immediate financial compensation as it has an immediate impact on the value of the properties. We sincerely hope you will make the right decision by not accepting this proposal and returning it to Te Tupu Ngatahi Supporting Growth, including Auckland Transport and Waka Kotahi asking they redesign the project excluding 20,22,24 and 38 Station Road Huapai.
32	1	Price Properties Limited	joan.forret@harkness.co.nz	Oppose	That the Notice of Requirement be withdrawn.
33	1	Eileen Spence and David Gillespie	b.espence@outlook.com	Oppose	1. Further clarification on the river boundary redesignation. 2. Confirmation and assurance that the property at 7 Main Rd, Kumeu will not be put at risk of increased flood levels and consequent property damage with the raising of the road level and capital value compensation if this risk is increased.
34	1	KiwiRail Holdings Limited	Pam.butler@kiwirail.co.nz	Neutral	Retain conditions 4[3], 14[11], 15[12], and 18[15]) as notified
35	1	Morleyvest Limited	katherine.forward@duncancotterill.com / sarah.mathews@duncancotterill.com	Oppose	4.1 Alter the proposed designation boundary so it sits outside the property boundary. 4.2 if the proposed designation boundary is not altered the company seeks: 4.2.1 Confirmation of the timing, nature and scale of the intended works within the PDB insofar as it relates to the Property; 4.2.2 Clarification as to whether the land supporting the proposed batter and retaining walls is sought to be acquired under the Public Works Act 1981 (PWA); 4.2.3 Clarification as to whether the land between the proposed batter and retaining walls and the buildings on the Property (as within the PDB) will be required temporarily under the PWA; 4.2.4 The Council and Waka Kotahi enter into formal negotiations with the Company to formalise compensation under the PWA for remedies including but not limited to lease arrangements for any land required temporarily required for the proposed works, temporary and permanent loss of business related to reduced rentals, reduced utility of the Property or loss of tenants (if applicable), cost of redesign and construction of new outdoor activity spaces on the Property to accommodate ACPL's business, and cost of reinstatement of land leased for temporary works once works have been completed; 4.2.5 Relocation of the bus stop on SH16 to a location within 30meters of its original location; 4.2.6 Fencing to be erected to protect the Property and its occupiers from the PDB and proposed works, such fencing to be erected in consultation with the Company and ACPL; 4.2.7 Activities sensitive to noise be considered in the Construction Noise and Vibration Management Plan, noise levels standards be reduced in areas that contain activities sensitive to noise and consultation with the Company and ACPL regarding noise mitigation measures; 4.2.8 1A Tapu Road be designated a PPF and occupiers of the Property be approached with respect to vibration and noise during construction; 4.2.9 At least six (6) months' prior notice be provided to the Company for each stage of the
36	1	Pedro's Roast Kumeu Village	yflowe@hotmail.com	Oppose	Therefore, I urge you to consider the impact that this project will have on our property and the surrounding area, and to reconsider this proposal or make necessary adjustments to minimize the negative impact. I urge Support Growth to consider an alternative solution proposed by Future Kumeu to build a bypass
37	1	Kumeu Properties Limited	hannah@formeplanning.co.nz	Oppose	The NOR be refused, failing that the submitter seeks the following relief: a) That the designation be amended and conditions imposed on the designation to ensure that: i. Future access to and egress from 46-48 Main Road to SH16 is protected in its current location and form. ii. The Submitter requires assurance that the Requiring Authority will facilitate access to the site at such time that the land is developed, prior to it implementing the proposed upgrade works, so as to avoid the prospect of such works implicating the development potential of the site in the short-medium term. b) That conditions are imposed on the designation to ensure that: i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land 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.
38	1	Anca Joicey	anca@kumeudental.co.nz	Oppose	Withdrawn, but if not withdrawn seek the following: That the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project. That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.

39	1	W&P ENTERPRISES LIMITED	jwsp@xtra.co.nz	Oppose		Provide a detailed and credible plan that mitigates current and future failures in this system currently and in the future.
40	1	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Neutral		A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process
40	2	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Neutral		HNZPT seeks that the objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA
40	3	Heritage New Zealand Pouhere Taonga	amorris@heritage.org.nz	Neutral		the purpose of the HHMP should be focussed on provision details such as: Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters. <ul style="list-style-type: none"> • 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 to be avoided 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 local public dissemination of knowledge gained from heritage investigations.
41	1	The Walker Family Trust	keren@mhg.co.nz	Oppose		Further investigation of the following investigations is required opportunity to incorporate and utilise the existing Kiwi Rail Line for a diesel train shuttle from Swanson to Kumeu/Huapai via Taupaki (as part of any Rapid Transit Network and utilising projects H and 8 of the NW Arterial Package), in a manner similar to British Rail/London underground network, for example; and opportunity to locate the corridor through the Countryside living zone from Brigham Creek interchange to Station Road through to Kumeu RT Station as per the concept presented by Future Kumeu (and utilising project 21 from the NW Arterials Package)
42	1	The Walker Family Trust	keren@mhg.co.nz	Oppose		Further investigation of the following investigations is required opportunity to incorporate and utilise the existing Kiwi Rail Line for a diesel train shuttle from Swanson to Kumeu/Huapai via Taupaki (as part of any Rapid Transit Network and utilising projects H and 8 of the NW Arterial Package), in a manner similar to British Rail/London underground network, for example; and opportunity to locate the corridor through the Countryside living zone from Brigham Creek interchange to Station Road through to Kumeu RT Station as per the concept presented by Future Kumeu (and utilising project 21 from the NW Arterials Package)
43	1	Ross Roderick Spence	peter.smith@smithpa	Oppose		Retain the statutory period of the designation to 5 years and not extend it.
43	2	Ross Roderick Spence	peter.smith@smithpa	Oppose	Information provided	
44	1	The Roman Catholic Bishop	matt@rms.co.nz	Support		Seeks a redefined designation along the road frontage that excludes building footprints and enables building use without a requirement for designating authority approval
45	1	John Russell Falconer	j.anderson@civicchar	Oppose		Oppose the NOR as it flies in the face of Auckland Council's policies in respect to reducing the emission of greenhouse gases and its failure to promote public transport
46	1	Adrian Bullock	adrianbullock@gmail	Support		Focus on reducing flood hazards and protecting the community with the proposed infrastructure improvements in Kumeu and prioritised objectives and employ innovative engineering solutions to achieve the best possible outcome for all stakeholders

					Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
47	1	Watercare Services Lin	mark.bishop@water.c	Neutral	
48	1	Victoria Sydney Facoor	petesinton@townplanner.co.nz; sandparkstables@hotmail.co.nz	Oppose	Decline the proposed work with changes incorporated into the structure planning process to be managed by the Auckland Council
48	2	Victoria Sydney Facoor	petesinton@townplanner.co.nz; sandparkstables@hotmail.co.nz	Oppose	Consider the rapid transit corridor and road widening in Kumeu-Huapai only after the byPass (ASH) is built and consider it with traffic studies to support changes. Designation should not be done from my property (149 Boord Crescent) to Huapai Domain until this is done
49	1	Mirko Daniel Ujdur	owen@greengroup.co	Oppose	The designation be withdrawn from the property at 653 State Highway 16
49	2	Mirko Daniel Ujdur	owen@greengroup.co	Oppose	The lapse date for the designation be reduced to five years.
50	1	Bowring Properties Gro	mattn@barker.co.nz	Oppose	<p>Decline the designation, alternatively seek the following relief:</p> <p>a. That the extent of the designation boundary of NoR S2 in relation to the Site be reviewed and reduced, or altogether removed.</p> <p>b. That there will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.</p> <p>c. Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access/egress to/from the Site being specifically maintained throughout the construction period.</p> <p>d. 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:</p> <ul style="list-style-type: none"> • 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. <p>e. That the proposed conditions of NoR S2 be amended following review of the extent of the designation boundary.</p> <p>f. Such other, additional or consequential changes to the designation and/or conditions as may be appropriate to address the issues identified in this submission.</p>

51	1	T A S Ltd	mattn@barker.co.nz	Oppose	<p>Decline the designation, alternatively seek the following relief:</p> <p>a. That the extent of the designation boundary of NoR S2 in relation to the Site be reviewed and reduced or altogether removed.</p> <p>b. That there will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.</p> <p>c. Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access/egress to/from the Site being specifically maintained throughout the construction period.</p> <p>d. 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:</p> <ul style="list-style-type: none"> • 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. <p>e. That the proposed conditions of NoR S2 be amended following review of the extent of the designation boundary.</p> <p>f. Such other, additional or consequential changes to the designation and/or conditions as may be appropriate to address the issues identified in this submission.</p>
52	1	Telecommunications S	chris@incite.co.nz	Oppose	<p>Add new condition: Network Utility Management Plan (NUMP)</p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(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:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(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.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>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).</p>
52	2	Telecommunications S	chris@incite.co.nz	Oppose	<p>Add a new condition to each notice of requirement as follows:</p> <p>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.</p>
53	1	Z Energy Limited	philipb@4sight.co.nz	Oppose	<p>In the event that the NORs are not declined, the Submitter seeks that the designations are amended to avoid, remedy, or mitigate all matters of concern raised in this submission, including, but not limited to the following:</p> <ul style="list-style-type: none"> • 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 including the necessary treatment of stormwater, 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 Main Road, including the ability to right turn in and out of the site. • Retaining safe and convenient tanker access to and from the site and the remote fill points. • Retaining safe and convenient on-site manoeuvring. • Ensuring that any resultant changes will not result in the Submitter being unable to operate lawfully in reliance on its resource consents, including by Waka Kotahi 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: <ul style="list-style-type: none"> o Stakeholder Communication and Engagement Plan o Urban and Landscape Design Management Plan o Construction Environmental Management Plan (CEMP) o Construction Traffic Management Plan o Construction Noise and Vibration Management Plan • Requiring Council certification that management plans achieve the specified outcomes and are not simply submitted for information. <p>•Amend the CEMP 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).</p>

54	1	Barry Frank Boric et al	hannah@formeplanni	Oppose	<p>Accept the NOR provided that the following conditions are inserted to address the following:</p> <p>a) That the designation be amended and conditions imposed on the designation to ensure that:</p> <p>i. The designation extent is removed from 993 Waitakere Road in its entirety by reducing the overall width of the Access Road urban cross-section between Main Road and Wookey Lane, including such amendments as the removal of one south-west bound lane and the central median.</p> <p>b) That conditions are imposed on the designation to ensure that:</p> <p>i. Prior to the commencement of construction in the vicinity of 993 Waitakere Road, a site-specific construction management plan applying to the area in the immediate vicinity of 993 Waitakere Road is:</p> <ul style="list-style-type: none"> • 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. <p>c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.</p>
55	1	The Beachaven Trust	hannah@formeplanni	Support in part	<p>Accept the NOR provided that the following conditions are insert to address the following:</p> <p>That the designation be amended and conditions imposed on the designation to ensure that:</p> <p>i. The changes to the design of the Access Road urban cross-section between Main Road and Wookey Lane as set out in the Submitter's submission on NoR S4 are adopted to ensure NoR S2 and S4 can appropriately tie into one another.</p> <p>b) That conditions are imposed on the designation to ensure that:</p> <p>i. Prior to the commencement of construction in the vicinity of 33 Grivelle Road, a site-specific construction management plan applying to the area in the immediate vicinity of 33 Grivelle Road is:</p> <ul style="list-style-type: none"> • 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. <p>c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.</p> <p>If the above relief is not accepted, the submitter seeks that the NOR be declined</p>
56	1	The Country Club Huap	hannah@formeplanni	Oppose	<p>Decline the NOR if the following relief is not accepted</p> <p>a) Evidence to support a finding that the Requiring Authority has accepted financial responsibility for the works and is committed to undertaking them in the form as notified, contrary to its previous announcements that the designation is purely for 'route protection' purposes.</p> <p>b) Undertakings from the Requiring Authority that it will act promptly and in good faith to provide full compensation to the submitter for the loss of use of its land, including business losses resulting from any inability to implement its consented development plans. Further and in addition to this, any costs associated from abortive design and construction works associated with the implementation of consents obtained in good faith that will now need to be redesigned and re-consented, and for the physical reconstruction of works undertaken to date following Auckland Transport confirming they would not require the north western corner of the site.</p> <p>c) Confirmation of a lapse period of 5 years.</p> <p>d) That conditions are imposed on the designation to ensure that:</p> <p>i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land is:</p> <ul style="list-style-type: none"> • 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. <p>ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Submitter's land 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.</p> <p>e) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.</p>

57	1	The National Trading C	dsadlier@ellisgould.co	Support	<p>Accept the NOR provided there are the following conditions</p> <p>(a) The designation is amended to avoid the need for any land take from the Site, or in the event that a land take cannot be avoided that this is minimised to the greatest extent possible;</p> <p>(b) That the designation is amended and conditions imposed on it to ensure that:</p> <p>(i) Land take for the purpose of constructing a wetland on the Site is avoided, and the designation be amended to reflect this.</p> <p>(ii) The proposed roading design will ensure that there is sufficient capacity, including during weekends, to maintain appropriate traffic flows at the Intersection.</p> <p>(iii) The Driveway is clearly identified as being reinstated and retained in its current form.</p> <p>(c) That conditions are imposed on the designation to ensure that:</p> <p>(i) There will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.</p> <p>(ii) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with truck access and egress from the Site being specifically maintained throughout the construction period.</p> <p>(iii) 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:</p> <ul style="list-style-type: none"> • 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. <p>(iv) The extent of the designation is 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.</p> <p>(d) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.</p>
58	1	Christopher McGuire	cjm McGuire@xtra.co.nz	Oppose	<p>Pursue other imaginative initiatives</p> <p>a. The whole project should be the subject of an audit that asks questions like:</p> <p>i. Do we need impermeable materials for this particular item?</p> <p>ii. Instead of a concrete foot path, could we use a semi porous surface like limestone chip?</p> <p>b. Why not construct bike lanes with Gobi blocks or similar to increase natural drainage?</p> <p>c. Where could we strategically locate rain gardens?</p> <p>d. With the patch work of bare land in the area, can we imaginatively incorporate it into a flood plain?</p> <p>e. How do we best ensure optimum run off/drainage after heavy rain? e.g. by having programmed maintenance that ensures the Kumeu river and its 'creek' tributaries, are always clear of debris to allow optimum run off? (Note: failure of this type of maintenance was a major contributing factor to the seriousness of the 2022 flood).</p> <p>f. What other measures can we take to improve drainage and run off after heavy rains?</p> <p>e.g. Wetlands are acknowledged to have A tendency to slow run off after flood events. Should the Huapai wetlands go?</p>
59	1	NZRP	cbarbour@nzrpg.co.n	Support	<p>These proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed.</p> <p>We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.</p>

Notice of Requirement - Rapid Transit Corridor (NoR S3) Waka Kotahi NZTA

Summary of Submissions

Sub #	Submitter Name	Oppose/Support	Other NoR's Related	Relief Sought
1.1	Peiping Liu and Tony Wu	Oppose	S1, S2	Submitter seeks to remain at their property at 660 Waitākere Road, Kumeū and for my property to remain as is (without any disruptions).
2.1	CJS NZ Limited c/- Scott Macarthur	Oppose	NA	If a 20-year lapse date is to be granted that a clear process must be incorporated into the designation allowing affected property owners to opt out of affected land at a time of their choosing, rather than Waka Kotahi's, and that appropriate budget be assigned for this purpose
2.2	CJS NZ Limited c/- Scott Macarthur	Oppose	S1	The NORs are withdrawn.
3.1	Morris Chang	Support	NA	Rapid Transit Corridor
4.1	Member of Parliament for Kaipara ki Mahurangi	Oppose	NA	Withdraw and reissue NOR's at a later date.
4.2	Member of Parliament for Kaipara ki Mahurangi	Oppose	NA	Extend the submission period for the NOR by 6 months so people who have been impacted by the floods have time to submit.
4.3	Member of Parliament for Kaipara ki Mahurangi	Oppose	NA	Reject the NOR
5.1	GH Atchison PM Atchison	Support	NA	Proceed with the Rapid Transport Corridor as quickly as possible.
6.1	John Martin Alexander	DNS	S1,S2,S4	Rezone the area indicated (Trigg Road, Fosters Road, map in submission) for residential development through the FUZ.
7.1	Steve Morpeth	Support	NA	Support the NOR as long as the open drain along the railway that the pipes from Shamrock Drive feed into is upgraded.
8.1	Emily McGowan	Oppose	S1	Re-draw a sustainable Centre Plan for Kumeu-Huapai (e.g Future Kumeu plan) and then incorporate a revised RTC into that.
8.2	Emily McGowan	Oppose	S1	Failing that, a condition of the RTC should be that Stage 2 of the Floodway Project be completed prior to any works on the RTC commencing.
8.3	Emily McGowan	Oppose	S1	Complete the ASH before the RTC.
9.1	Christine Lynda Brown	Oppose	HS	To decline the NOR by Auckland Transport for the RTC and Station proposed for Huapai
10.1	Spark New Zealand Trading Limited (Spark)	DNS	All NORs (General)	Add new conditions to each Notice of Requirement (as outlined in submission) as follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.. XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark. XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable. XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.
11.1	Merchant Timber Ltd	Oppose	NA	Seeks that the NoR is recommended to be withdrawn
12.1	Nicole Matthews	Oppose	NA	Withdraw the NoR
13.1	Robyn Emm	Oppose	NA	NOR be withdrawn
14.1	Colin Emm	Oppose	NA	Withdraw the NOR.
15.1	Future-Kumei Incorporated	Support	S1,S2, S4, HS, KS	Withdraw NoR
16.1	Huapai Truck Painters Ltd	Oppose	S1	Halt the process until the Kumeu River has been cleaned/repared and a maintenance plan put in place.
16.2	Huapai Truck Painters Ltd	Oppose	S1	Halt all new builds until the stormwater drainage has been sorted to prevent further floods within the housing area
17.1	The Way Family Trust	Oppose	NA	Give community more time and provide details on what the RTC actually entails.
17.2	The Way Family Trust	Oppose	NA	Clean out the Kumeu river, which is severely blocked with debris and vegetation.
17.3	The Way Family Trust	Oppose	NA	Repair stop banks and storm drains in order for the water to flow properly, this will help prevent severe flooding in the future
18.1	Lance Williams	Oppose	NA	Future-Kumei Incorporated seeks that the NoR is recommended to be withdrawn.
19.1	Michael Land	Oppose	NA	The NOR be withdrawn

20.1	Ministry of Education	Neutral	S2	<p>The Ministry is neutral on NoRS3 and S2, however if the consent authority is minded to confirm the Notice of Requirement, the Ministry requests the following relief and any consequential amendments required to give effect to the matters raised in this submission. The Ministry seeks the following relief for the condition below on both NoR S2 and S3, additions are underlined:</p> <p>(a) A SCEMP shall be prepared prior to the start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged communicated with throughout the Construction Works. To achieve the objective, the SCEMP shall include:</p> <p>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</p> <p>(ii)</p> <p>(ix) methods for engaging with Matua Ngaru School and Huapai District School. The Schools must be contacted ten working days prior to the start of any construction within 100m of the school boundary.</p>
20.2	Ministry of Education	Neutral	S2	<p>The Ministry seeks the following relief being accepted and any consequential amendments required to give effect to the matters raised in this submission: A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...</p> <p><u>(i) How heavy vehicles will avoid travelling along Gilbransen Road and VanRixel Drive during school pick-up and drop-off times (between 8.15am - 9.00am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. 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 engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.</u></p> <p><u>b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.</u></p> <p><u>c. Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.</u></p>
20.3	Ministry of Education	Neutral	S2	<p>The Ministry supports the proposed condition that a CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p>
20.4	Ministry of Education	Neutral	S2	<p>A new designation condition is included that the construction laydown area adjacent to Matua Ngaru School must be fully fenced to prevent students from entering the construction site. The fencing must have visually impermeable hoarding where classrooms are facing into the construction site to reduce any distractions to classroom learning environments. The site access point must be designed with clear visibility of and for pedestrians and cyclists to provide for the safety of students.</p>
21.1	Theresa smith	Oppose	NA	Funding goes toward a bypass
21.2	Theresa smith	Oppose	NA	The NOR is withdrawn
22.1	Jonathan and Wendi Williamson		NA	Alternative options for the NOR that would better achieve the outcomes sought with lesser impacts on the site and existing business have not been sought.
23.1	Nickolas Salter and Donna Young	Oppose	S1	We ask that the NoR corridor boundary along Ngongetepara Stream be revised and the impact on 238 State Highway 16 be reduced as detailed. (See submission)
24.1	Chao Family Trust	Oppose	NA	Reduce the size of the designation boundary at the right (east) side of the railway below the corridor. (Assumed: remove the designation from the submitters property)
25.1	West Coast Rangers Football and Sports Club Incorporated	Oppose	NA	If any land or facility is ultimately impacted, WCR require suitable replacement land and/or facility to provide for the facility or fields that are lost (full size fields if these are impacted). We strongly seek that land to be contiguous with the existing Club facilities, not somewhere else, unless the whole park(s) are replaced.
25.2	West Coast Rangers Football and Sports Club Incorporated	Oppose	NA	WCR seek that any NoR is considered in the context of the need for Huapai Domain to be developed to meet the immediate need for new Clubrooms and future growth for the sporting organisations that currently use it.
25.3	West Coast Rangers Football and Sports Club Incorporated	Oppose	NA	WCR request that the requiring authority enter into a process with Council to ensure that required new building projects can go ahead, and that the valuable existing playing fields are replaced prior to the construction starting. Overall, the NoR needs to mitigate the effects and ensure that reasonable provision for future growth of facilities is possible to meet the increasing demands on recreation land as the population in the immediate area continues to grow.

25.4	West Coast Rangers Football and Sports Club Incorporated	Oppose	NA	WCR seeks that the NoR guarantee no loss of provision during construction, and that contiguous land is provided to replace the impacted playing fields. This needs to be in place prior to any construction starting.
25.5	West Coast Rangers Football and Sports Club Incorporated	Oppose	NA	If proposed, the requiring authority needs to commit to covering the costs incurred.
25.6	West Coast Rangers Football and Sports Club Incorporated	Oppose	NA	If access to any of our activities is to be compromised during construction we require consultation with Council to ensure suitable arrangements can and are put in place. If there are any times when this cannot be managed than appropriate arrangements would need to be put in place to maintain the operations of WCR. If any 'changed arrangements' are proposed, these need to be in place prior to construction starting.
26.1	Kumeū Cricket Club	Oppose	NA	The Kumeū cricket club would like to see further investigation into variations on the RTC route effecting the Huapai Domain before a restriction is placed on the land that could have a significant and needless effect any development the club wishes to engage in for the next decade and beyond.
27.1	Phelan Pirrie	Support	NA	Auckland Council should do everything possible to expedite and support this proposal so work can start as quickly as possible.
28.1	Qihui Michael Zhou	Oppose	NA	We need a main highway to go north and free up traffic from housing and business areas.
29.1	Country Living Realty Limited	Oppose	NA	With-hold any NOR activity in the area until a full hydrology study and mitigation paper is completed
29.2	Country Living Realty Limited	Oppose	NA	Use the BY-Pass as the RTC feeder into Huapai Create a new town center that does not flood
29.3	Country Living Realty Limited	Oppose	NA	Consult with the community over the future of public transport which is likely to result in the train link and a cycle-way aligned to the by-pass having greater appeal and by in
30.1	Mate Tolj	Oppose	NA	A Kumeu Huapai/ Bypass should be created as soon as possible to alleviate the traffic problem that has worsened of late. A bus and bike lane will not achieve improving the situation.
31.1	Ben Xu	Oppose	S2	Free support from professional planners/urban planners, legal advisors/lawyers, and Mandarin interpreters for all local people to resolve any issues regarding the Notice of Requirement; or full expense claims towards any fee incurred when local people seek such services regarding the Notice of Requirement.
31.2	Ben Xu	Oppose	S2	A comprehensive compensation plan, and whether it is a standardised and transparent one, and I would like to know the exact compensations received by any of my neighbours, which they should have the right to know mine also.
32.1	Anthony T Osman	Oppose	NA	That the NOR be withdrawn.
33.1	Anne Smith	Oppose	NA	The RTC is withdrawn
34.1	Briar Dunn	Oppose	NA	Withdraw the RTC proposal.
35.1	Steve Clark	Oppose	NA	Oppose the proposal
36.1	TechSavvy Ltd	Support	NA	Fast track NoR
37.1	Louise Baker	Support	NA	Approve the NoR but emphasis the need for increased PT efficiency and frequency.
38.1	Kumeu Central Limited (KCL)		NA	KCL seek that Auckland Council recommend NOR S3 be refused, specifically in relation to the impacts on the land and established activities on KCL land. a. Any other relief required to achieve the outcomes sought in this submission.
39.1	Lauren Windross	support	NA	Approve the NoR.
40.1	Lendich Construction Limited		S1	Lendich Construction Limited seek that Auckland Council recommend that NoR S3 be refused: a. Lendich Construction Limited seeks any alternative relief or amendments as considered appropriate and necessary to address its concerns raised in this submission.
41.1	Mohammad Ali Muttaji	Support	NA	Project should proceed
42.1	All Seasons Properties Limited ("ASP")		S1	15. ASP seek that Auckland Council recommend that NoR S3 be refused: a. ASP seeks any alternative relief or amendments as considered appropriate and necessary to address its concerns raised in this submission.
43.1	Steve Clark and Anee Smith	oppose	NA	Oppose the proposal
44.1	Katie Richards	Oppose	S1	Oppose the NoR and focus on the bypass.
45.1	Andrew Kinzett	Support	S1	Agree with the need for the NoR. However, alternate state highway needs to be prioritized so there is an alternate option to manage traffic flow whilst Rapid Transport and road improvements are made
46.1	Huihui Chen		S1	Do not waste money on the RTC, build a new bypass highway for the future generation.

47.1	Hot Property Trust	Oppose	NA	We are seeking that Auckland Council withdraw the NOR relating to this project and explore less destructive or extreme measures to achieve the desired outcome.
48.1	Lien Wang	Oppose	NA	NOR is recommended to be withdrawn.
49.1	Jurene Andrew	Oppose	NA	NOR is recommended to be withdrawn.
50.1	Russell Williams	Oppose	NA	NOR is recommended to be withdrawn.
51.1	Shona Grundy	Support	NA	Approval on the proposed rapid rail
52.1	Yu Wang	Support	NA	Support
53.1	Bruce and Lisbeth Norton	Oppose	NA	Withdraw the NoR
54.1	Holly Southernwood	Oppose	NA	Withdraw the NoR
55.1	Kumeu Medical Centre	Oppose	S1	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
55.2	Kumeu Medical Centre	Oppose	S1	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.
55.3	Kumeu Medical Centre	Oppose	S1	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
56.1	Jane Langford	Support	NA	Proceed with NoR ASAP
57.1	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	Oppose	S1	Recommend that the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade be withdrawn
57.2	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	Oppose	NA	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following: that the Alternative State Highway Corridor be constructed prior to the NoR S2 Alteration to designation 6766 SH16 Main Rd Upgrade, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.

57.3	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614	Oppose	NA	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
58.1	Laureen Reeve	Oppose	NA	Rezone and finalise zoning so we can build on countryside living plots for family over the next 20 years.
58.2	Laureen Reeve	Oppose	NA	Buy the property out now. Use it for equipment storage.
59.1	Mary Connelly and James Scully	Support	NA	Complete the works ASAP
60.1	Susan McKinnon	Oppose	NA	Consideration to be given to focus on the building of the by pass rather than using the money that would be spent on these proposals some of which will become obsolete when (if) the by pass is ever built.
60.2	Susan McKinnon	Oppose	NA	A clear engagement strategy with the local community or methods identified that will ensure all aspects of the 19 different proposals are fully understood, social and economic impact included, by the community.
61.1	Jackson Lai	Oppose	NA	We propose that the land is sold in its entirety to avoid being left with unusable/undesirable plots of land
61.2	Jackson Lai	Oppose	NA	If the elderly owners have to move elsewhere for health reasons request that early acquisition of the property be organised given they are unlikely to receive a fair price for the property on the open market due to the NoR.
62.1	Jim Hickling		S1	Unclear(Implied: reject the NoR)
63.1	Roseanne Dassler	Oppose	NA	NOR is recommended to be withdrawn.
64.1	Tahua Partners Limited("TPL")		NA	TPL seek that Auckland Council recommend NOR S3 be refused for the following reasons: a) The proposal will have significant adverse effects on established activities on the site at 102-104 Main Road, including whether the proposed NoR avoids, remedies or mitigates those adverse effects associated with the construction and operation of the transport infrastructure on the environment and on community health and safety (Policy B3.3.2(7)); and b) The indicated design does not achieve integration with adjacent land uses, taking into account their current and planned use, intensity, scale, character and amenity (Policy B3.3.2(4)(a)); and c) The indicated design does not contribute to achieve a well-functioning urban environment that includes achieving a quality compact urban form which includes: • a higher quality urban environment (B2.2.1 (1) (a)); • enabling better use of existing infrastructure and efficient provision of new infrastructure (B2.2.1 (1) (c)); ; • greater social and cultural vitality (B2.2.1 (1) (e)); • reduced environmental effects (B2.2.1 (1) (g)); TPL further seek any other relief required to achieve the outcomes sought in this submission.
65.1	Anna Barnett	Oppose	S1	Put a hold on the Rapid Transport Corridor until: a) the Alternate Route / Bypass has been funded / completed and b) the urban development plan for Kumeu and Huapai has been reviewed and revised in light of flooding issues
66.1	PETER LAWRENCE GIFKINS	Oppose	S1	Recommend that the NoR S3 Rapid Transit Corridor be withdrawn.

66.2	PETER LAWRENCE GIFKINS	Oppose	S1	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not withdrawn, we seek the following recommendations: that the Alternative State Highway Corridor be constructed prior to the proposed S3 Rapid Transit Corridor works, to ease traffic on the Main Road by providing an alternative route. that the Management Plan give high priority to absolutely minimising the loss of car park space at the Kumeu Shopping Village, and to reconfiguring the remaining area to maximise parking and access. that the completed project allows effective, efficient vehicle entry to/exit from the car park of the Kumeu Shopping Village, and convenient linkage for all modes of transport including pedestrian, between the Kumeu Shopping Village and surrounding central amenities and transport routes. that the aesthetic appeal of the Kumeu Shopping Village be maximised by the project.
66.3	PETER LAWRENCE GIFKINS	Oppose	S1	That, throughout the works, the Management Plan allows for: 1. Continued access to the Kumeu Shopping Village shops for our tenants and their customers during the road-works. 2. Noise/dust control to allow us/our tenants to continue to trade throughout the duration of the works 3. Commercial cleaning of the shop fronts, windows and roofs of all premises within the Kumeu Shopping Village upon completion of the works.
67.1	Shamrock Drive Body corporate	Oppose	NA	(Specific remedies and controls suggested in submission)That flood and stormwater controls and development are done before any roading or land development takes place, and that it is future proofed and has a management plan that is adhered to, to keep waterways clear etc.
68.1	Dean Forster	Oppose	NA	Seeks that the NoR is recommended to be withdrawn
69.1	Peter Edward Clark and Diane Margaret Clark	Oppose	NA	Our property is not close to this planned route, and so a Notice of Requirement for our property should not apply to us.
70.1	Atlas Concrete Limited	Support	S1,S2,S4, KS	That NoR S1 and NoR S4 be upheld and confirmed.
70.2	Atlas Concrete Limited	Support	S1,S2,S4, KS	That construction of these proposed public works be required to commence in the period 2025 to 2030, with a 10-year lapse date imposed.
70.3	Atlas Concrete Limited	Support	S1,S2,S4, KS	That NoR S3 (and NoR KS) be confirmed for construction during the 2033-2037 period, with a 20-year lapse period, as sought by NZTA.
70.4	Atlas Concrete Limited	Support	S1,S2,S4, KS	That NoR S2 be refused for the portion of Main Road between the Atlas driveway and Weza Lane, with the Requiring Authority suspending work on this portion of the project until: i. The Kumeu Floodway project is completed; and ii. The Kumeu-Huapai Centre Plan is amended so that a future proposed plan change can give effect to the AUP RPS provisions relating to building within floodplains and reverse sensitivity effects.
70.5	Atlas Concrete Limited	Support	S1,S2,S4, KS	Any alternative relief of like effect, to the satisfaction of the Submitter.
70.6	Atlas Concrete Limited	Support	S1,S2,S4, KS	Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.
71.1	Michael Davis Family Trust	Oppose	S2	Amend the plans to remove 379 Matua Road from the NoR/designation area. • Amend the plans to remove the proposed culvert, earthworks and SH16 Wetland 11 located on 411 Matua Road. • Limit the extent of piping and filling of natural waterways and wetlands. • Limit the extent of earthworks filling and changes to natural overland flow paths.
71.2	Michael Davis	Oppose	S2	Amend the plans to remove 379 Matua Road from the NoR/designation area. • Amend the
72.1	Rav Chong and	Oppose	S1	Suspend the current proposals and first engage in a deep and direct dialogue and consultation
72.2	Rav Chong and	Oppose	S1	To cease the proposals under the Notice of Requirement - Coatesville-Riverhead
72.3	Rav Chong and	Oppose	S1	Suspend resource
72.4	Rav Chong and	Oppose	S1	Require residential
73.1	Price Properties	Oppose	S2	That the Notice of Requirement be withdrawn.
74.1	Ulrich and Fleur	Oppose	NA	Decline the NoR
75.1	Simon Papa	Support	NA	Approve the NoR
76.1	Eileen Spence	Oppose	NA	Concerned about the impact on value of the land when there is no definite date for the works
77.1	Colin and	Oppose	S1	Recommend that the NoR S3 Rapid Transit Corridor be withdrawn.
77.2	Colin and	Oppose	S1	If Notice of Requirement NoR S3 Rapid Transit Corridor (RTC) is not
77.3	Colin and	Oppose	S1	That, throughout the works, the Management Plan
78.1	Dianne Mary	Oppose	NA	NoR be withdrawn
79.1	Alesana and	Neutral	NA	We will need fair compensation if this is to go ahead.
80.1	KiwiRail	Neutral	NA	KiwiRail has lodged a 'neutral' submission but if the Notice of Requirement is recommended
81.1	Morlevest	Oppose	S2	Alter the proposed designation boundary so it sits outside the Property boundary.

81.2	Morleyvest Limited	Oppose	S2	<p>If the proposed designation boundary is not altered, the Company seeks:</p> <p>Confirmation of the timing, nature and scale of the intended works within the PDB insofar as it relates to the Property;</p> <p>Clarification as to whether the land supporting the proposed batter and retaining walls is sought to be acquired under the Public Works Act 1981 (PWA);</p> <p>Clarification as to whether the land between the proposed batter and retaining walls and the buildings on the Property (as within the PDB) will be required temporarily under the PWA;</p> <p>The Council and Waka Kotahi enter into formal negotiations with the Company to formalise compensation under the PWA for remedies including but not limited to lease arrangements for any land required temporarily required for the proposed works, temporary and permanent loss of business related to reduced rentals, reduced utility of the Property or loss of tenants (if applicable), cost of redesign and construction of new outdoor activity spaces on the Property to accommodate ACPL's business, and cost of reinstatement of land leased for temporary works once works have been completed;</p> <p>Relocation of the bus stop on SH16 to a location within 30meters of its original location;</p> <p>Fencing to be erected to protect the Property and its occupiers from the PDB and proposed works, such fencing to be erected in consultation with the Company and ACPL;</p> <p>Activities sensitive to noise be considered in the Construction Noise and Vibration Management Plan, noise levels standards be reduced in areas that contain activities sensitive to noise and consultation with the Company and ACPL regarding noise mitigation measures;</p> <p>1A Tapu Road be designated a PPF and occupiers of the Property be approached with respect to vibration and noise during construction;</p> <p>At least six (6) months' prior notice be provided to the Company for each stage of the proposed works, to enable the Company to adequately address and manage its</p>
82.1	Pedro's Roast	Oppose	S1	Consider the impact that this project will have on our property and the surrounding area, and
83.1	Anca Joicev	Oppose	S1	Urge Support Growth to consider an alternative solution proposed by Future
84.1	W&P	Oppose	NA	Provide a detailed and creditable plan that mitigates current and future failures in this system
85.1	Heritage New		NA (Have submitted	A more fulsome historic heritage assessments, using the appropriate expertise for these
85.2	Heritage New		NA (Have submitted	Further assessments on the current landscape and how relocation/demolition would impact or
85.3	Heritage New		NA (Have submitted	The objective of the HHMP is rewritten to remove all duplication of archaeological authority
85.4	Heritage New		NA (Have submitted	The purpose of the HHMP should be focussed on the provision details such as:
86.1	The Walker	Oppose	R1, S2, S4, KS	Further investigation of the following investigations is required
87.1	The Walker	Oppose	R1, S2, S4, KS	Further investigation of the following investigations is required
88.1	Ross Roderick	Oppose	S1, S2, S4, KS, HS	Retain the statutory period of the designation to 5 years and not extend it.
88.2	Ross Roderick	Oppose	S1, S2, S4, KS, HS	Provide more information on the proposed strategic transport network and its affect on all of
89.1	John Russell	Oppose	S2	Oppose the NOR as it flies in the face of Auckland Council's policies in respect to reducing the
90.1	Adrian Bullock	Support	NA	The proposed infrastructure improvements in Kumeu should include a focus on reducing flood
91.1	Watercare	Neutral	All NORs (General)	Amendments to the NoRs, including conditions or other consequential amendments, to
92.1	Victoria Sydney	Oppose	S2	Decline the proposed work with changes incorporated into the structure planning process to
92.2	Victoria Sydney	Oppose	S2	Consider the rapid transit corridor and road widening in Kumeu-Huapai only after the byPass
93.1	Bowring	Oppose	NA	To the extent that the issues identified above cannot be addressed by amending or refining
93.2	Bowring	Oppose	NA	Alternatively, BPG seeks the following relief on NoR S3:
94.1	T A S Ltd	Oppose	NA	To the extent that the issues identified above cannot be addressed by amending or refining
94.2	T A S Ltd	Oppose	NA	Alternatively, T A S seeks the following relief on NoR S3:
95.1	Telecommunicati	Oppose	All NOR (General)	Add new condition: Network Utility Management Plan (NUMP)
95.2	Telecommunicati	Oppose	All NOR (General)	Add a new condition to each notice of requirement as follows:
96.1	Z Energy Limited	Oppose	NA	Decline the NoR
96.2	Z Energy Limited	Oppose	NA	"In the event that the NORs are not declined, the Submitter seeks that the designations are
97.1	The National	Support	NA	The Submitter seeks that the NoR be accepted provided conditions:
98.1	Christopher	Oppose	NA	Project must have as one of its non-negotiable goals that the flood hazard is
99.1	NZRPG	Support	All NOR (General)	These proposals should not proceed until the outstanding list of infrastructure projects at

Notice of Requirement - Access Road (NoR S4) Auckland Transport			
Summary of Submissions			
Sub #	Submitter Name	Oppose/Support	Relief Sought
1	Peiping Liu and Tony Wu	Oppose	For the property at 660 Waitākere Road Kumeū to remain as is without disruptions
2.1	Rizheng Zeng	Oppose	Extend roads to accommodate greater traffic flows for motor vehicles
3.1	Member of Parliament for Kaipara	Oppose	Withdraw and reissue NOR's at a later date.
3.2	Member of Parliament for Kaipara	Oppose	Extend the submission period for the NOR by 6 months so people who have been impacted by the floods have time to submit.
3.3	Member of Parliament for Kaipara	Oppose	Reject the NOR
4.1	GH Atchison PM Atchison	Oppose	Do not proceed with Access Road upgrade and use the Public Works Act clause 18
5.1	John Martin Alexander	DNS	Rezone the area indicated (Trigg Road, Fosters Road, map in submission) for residential development through the FUZ.
6.1	Hamid GholamHosseini	Support	Seeking various compensation on effected property
6.2	Hamid GholamHosseini	Support	Seeking extension on resource consent
7.1	Joseph Stapleton and Karen Cross	Oppose	Alter the southern boundary of the NOR northwards
8	Spark New Zealand Trading Limited	DNS	follows (or conditions of like effect): XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.. XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
9.1	Walter Ian Dutton	Oppose	Abandon plan or pay those effected
10	Ezra and Gael Keren	Oppose	SGA to purchase the entire property
11.1	Renee Cornwall	Oppose	Seeks NOR to be Withdrawn
12.1	Bryce Kilpatrick	Oppose	Consultation with landowners on design in relation to minor adjustments of noise barriers and landscaping.
12.2	Bryce Kilpatrick	Oppose	Recommends considering the land zoning and if it is still appropriate in relation to the proposal outcomes
13.1	Monica Collier	Support	Provide for pedestrians on Access Road and reduce the speed limit on Access Road where it is 80 km/hr to 60km/hr or 50km/hr
14.1	Gayelene Grbic	Oppose	Seeks NOR to be Withdrawn
15.1	Leslie Collecutt	Oppose	Seeks NOR to be Withdrawn
16.1	Geoff and Gayle Levick	Oppose	Reject the NOR as premature, ill-planned and insufficiently specific as to temporarily or permanent taking of land
17.1	Louise Baker	Oppose	Oppose on the grounds the money should be spent on travel options that help people out of cars and reduce car dependency
18.1	Kiel Callil Harvey	Oppose	Relocate the future industrial use land and provide a visual buffer of a significant distance to prevent noise pollution from future uses

19	Vincent La Rosa	Support	That Access Road is risen and additional stormwater mitigation is provided
20.1	Jing Wang and Fongzhi Zhao	Oppose	Council buys the property, owners put it up for sale, Council pays compensation if sale is affected by the plan, Council withdraws current plan
21	Namhye Kim	Support	Supports the NOR
22.1	Allens Village Pharmacy	Oppose	Prioritise the alternative route for construction and extend the route to include a bus lane to link with the existing RTC 'Park and Ride' at Te Atatu
23.1	Garth Halliday	Oppose	Allow more time for a full discussion with local community before making final decisions
24.1	Vaigalu Junior Aumua	Oppose	Requesting information around what the submitters site is to be used for [123 Access Road] and suggests alternative locations to park heavy machinery.
25.1	Peter Edward Clark and Diane Mai	Oppose	To cancel the NOR for our property [54 Puke Road Kumeu]
26.1	Atlas Concrete Limited	Support	That NOR S1 and NOR s4 be upheld and confirmed
27.1	Price Properties Limited	Oppose	Withdraw the NOR
28.1	W&P Enterprises Limited	Oppose	Water collecting on the western side of the plumbing world building needs to be diverted to the eastern side of the building and the corresponding waterways and storm water pipes under SH16.
28.2	W&P Enterprises Limited	Oppose	Due to the altering of the landscapes in this area these storm water systems need to be increased in capacity. Waterways in this area need to be cleared and maintained to allow free drainage of storm water away from the site via the Kumeu river so it does not contribute to flood waters entering Shamrock Drive, as occurred in 2021 and documented by and to the Auckland Council.
28.3	W&P Enterprises Limited	Oppose	Water collecting in the Grivelle Rd drainage area needs to be dealt with through a functioning drainage system and any failings of this system need to be addressed and remedied with urgency by either the landowners in these streets or the Council.
28.4	W&P Enterprises Limited	Oppose	A full review of the construction and drainage of properties on the northern end of Grivelle Rd should be undertaken and actions taken to remedy any respective faults in this area. There should be zero storm water entering Shamrock Drive from Grivelle Rd properties as a result.
28.5	W&P Enterprises Limited	Oppose	Council to deal with illegal fill and remedies to reinstate this area
28.6	W&P Enterprises Limited	Oppose	Seeks onsite flooding to be managed appropriately on site by the project
28.7	W&P Enterprises Limited	Oppose	Seeks for flooding external to the project to be managed and remediated
28.8	W&P Enterprises Limited	Oppose	All planning and consenting should be suspended until the council with the cooperative involvement of KiwiRail and Waka Kotahi understand and mitigate the issues of current property owners, develop a waterways strategy, complete the necessary works, maintenance and system upgrades. Planning and action need to be prioritised to reduce the possibility of future events because of past and future consenting and
28.9	W&P Enterprises Limited	Oppose	Clearing storm water from the Waitakere Rd catchment is critical to the effective functioning of the Kumeu catchment overall. The capacity of this section of the stormwater system in the Kumeu area is subject to catastrophic failure. The pipe in this area needs to be increased to a 1500 pipe minimum and more likely 1800 or 2100 size or a suitable open waterway south into the Kumeu River.
29.1	Heritage New Zealand Pouhere Ta	Neutral	A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process. Revised assessments review relevant pre-1900 historic maps / plans for the area that is proposed to be covered by the extent of NOR S4.
30.1	The Walker Family Trust	Oppose	Suggest that the future zoning of Kumeu town centre and roading proposals be reviewed together, and more appropriate decisions regarding the location of Town Centre zoning and the necessity for changes to the existing designations to be made
31.1	The Walker Family Trust and S	Oppose	Suggest that the future zoning of Kumeu town centre and roading proposals be reviewed together, and more appropriate decisions regarding the location of Town Centre zoning and the necessity for changes to the existing designations to be made
32	Ross Roderick Spence and Adr	Oppose	Retain the statutory period of the designation to 5 years and not extend it
32	Ross Roderick Spence and Adr	Oppose	Provide more information on the strategic transport network and its affect on all of the properties in the Kumeu Huapai township so we can better submit on the direct impacts and discuss land acquisition.
33	Adrian Bullock	Support	Unclear refer to submission

34	Watercare Services Limited	Neutral	Amendments to the NoRs, including conditions or other consequential amendments, to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated
35.1	Telecommunications Submitters	Oppose	<p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(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:</p> <p>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(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.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).</p> <p>(d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>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).</p>
35.2	Telecommunications Submitters	Oppose	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.
36.1	Barry Frank Boric et al	Oppose	Submitter seeks that that NOR S4 be declined failing that, NOR S4 be accepted provided that the designation be amended and conditions imposed on the designation to ensure that: (a) i. the designation extent is removed from 993 Waitakere road in its entirety by reducing the overall width of Access Road urban cross-section between Main road and Wookey Lane, including such amendments as the removal of one south-west bound lane and the central median. ii No changes will arise to flood levels within the site as these effects should be appropriately mitigated within the boundary of the proposed NOR. (b) i. Prior to the commencement of construction in the vicinity of 993 Waitakere Rd, a site-specific construction management plan applying to the area in the immediate vicinity of 993 Waitakere Rd is prepared by the RA in consultation with the submitter.

37	The Beachaven Trust	Support in part	<p>Accept the NOR provided that the following conditions are inserted to address the following: a) That the designation be amended and conditions imposed on the designation to ensure that: i. The designation is removed from 33 Grivelle Street in its entirety in the absence of any works being proposed within the required land, such as by reducing the width of the Access Road urban corridor between Main Road and Wookey Lane from 30m to a maximum width of 24m, namely via such amendments as the removal of one south-west bound lane and the central median. ii. Existing and future access to and egress from 33 Grivelle Street is protected. iii. Future changes to the road corridor will not result in any change to flood hazards at 33 Grivelle Street. b) i. Prior to the commencement of construction in the vicinity of 33 Grivelle Street, a site-specific construction management plan applying to the area in the immediate vicinity of 33 Grivelle Street is:</p> <ul style="list-style-type: none"> • 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.
38	Christopher McGuire	Oppose	Reject the NOR or; Amend the NOR to provide greater flooding mitigation and resilience to flooding
39.1	Murphy Property Development	Oppose	That the extent of the designation boundary be reviewed and reduced
39.2	Murphy Property Development	Oppose	That further information is provided about the proposed works, construction time frame and area of land take confirmed to be temporary or permanent.
40	NZRPG	Support	these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre

APPENDIX 5

Proposed Notice of Requirement Conditions

NoR S1: Alternative State Highway

Designation Number	XXXX
Requiring Authority	Waka Kotahi NZ Transport Agency (Waka Kotahi)
Location	The requirement applies to an area of land of approximately 361 hectares located between State Highway 16 near Foster Road and State Highway 16 at Brigham Creek Interchange. The requirement applies to 268 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

Purpose

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of a requirement for a designation for a public work. The purpose of the proposed designation is 'Construction, operation and maintenance of a transport corridor'. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA.

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	<p>Confirmation from the Manager that a material change to a <u>plan or CNVMP</u> Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received

	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.

Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1 Activity in General Accordance with Plans and Information

- (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1
- (b) Where there is inconsistency between:
 - (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail
 - (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.

2 Project Information

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project;
 - (ii) anticipated construction timeframes;
 - (iii) contact details for enquiries;
 - (iv) a subscription service to enable receipt of project updates by email; and
 - (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.
 - (vi) the implications of the designation for landowners, occupiers and business owners and operators within the designation.
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

3 Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:
- (b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and
- (c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4 Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

5 Network Utility Operators and Council (Section 176 Approval)

- (a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:
 - (i) operation, maintenance and urgent repair works;
 - (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;
 - (iii) minor works such as new service connections; and
 - (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6 Outline Plan

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project
- (c) Outline Plans shall include any management plan or plans that are relevant to the Auckland Unitary Plan Operative in part

management of effects of those activities or Stage of Work, which may include:

- (i) Construction Environmental Management Plan
- (ii) Construction Traffic Management Plan
- (iii) Construction Noise and Vibration Management Plan
- (iv) Urban and Landscape Design Management Plan
- (v) Historic Heritage Management Plan
- (vi) Ecological Management Plan
- (vii) Tree Management Plan.

7 Management Plans

- (a) Any management plan shall:
 - (i) Be prepared and implemented in accordance with the relevant management plan condition
 - (ii) Be prepared by a Suitably Qualified Person(s)
 - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates
 - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once ~~finalised~~ certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation
 - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process
 - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information certification~~.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8 Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
 - (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project;

- (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14;
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

8A Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.
- (b) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (c) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (d) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (e) The project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark man maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify Spark and liaise with to agree on an acceptable alternative design solution.

8B Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (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).
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.

- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

9 Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.
 - (b) Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
 - (ii) 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;
 - (iii) Ensure that the project integrates with the existing and proposed active mode network; and
 - (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users.
 - (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
 - (d) 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), natural environment, landscape character and open space zones; (including Fred Taylor Park);
 - (ii) Provides high quality and safe appropriate 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 to the immediate neighbourhoods and wider community;
 - (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.
 - (e) The ULDMP(s) shall include:
 - (i) a concept plan – which depicts the overall landscape and urban design concept, and
- Auckland Unitary Plan Operative in part

- explain the rationale for the landscape and urban design proposals;
- (ii) developed design concepts, including principles for 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) 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 and Ecological Management Plan. 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 Conditions 22 and 23;
 - 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.
 - (iv) Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Advice Note:

This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10 Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
 - (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban

- development where there is no existing dwelling;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;
 - (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
 - (vi) no increase in flood levels in a 1% AEP event for infrastructure;
 - (vii) no loss in overland flow path capacity, unless provided by other means;
 - (viii) no new flood prone areas;
 - (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~400 year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

11 Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The CEMP development must include input from a suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.
- Including:
- (i) siting construction yards and stockpiles outside the flood plain;
 - (ii) diverting overland flow paths away from the area of work;
 - (iii) minimizing the physical obstruction to flood flows at the road sag points;
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events; and
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events).
- (bc) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
- (i) the roles and responsibilities of staff and contractors;
 - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
 - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
 - (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
 - (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;

- (vi) methods for providing for the health and safety of the general public;
- (vii) procedures for incident management;
- (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
- (ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
- (x) procedures for responding to complaints about Construction Works; ~~and~~
- (xi) methods for amending and updating the CEMP as required and
- (xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12 Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
 - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (iv) a list of stakeholders, organisations (such as community facilities), businesses who will be engaged with and the methods for engagement;
 - (v) identification of the properties whose owners will be engaged with;
 - (vi) methods and timing to engage with landowners whose access is directly affected;
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days 6 months prior to the Start of Construction for a Stage of Work.

13 Complaints Register

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (i) The date, time and nature of the complaint;
 - (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
 - (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;
 - (iv) The outcome of the investigation into the complaint;
 - (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
- (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

14 Cultural Monitoring Plan

- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.
- (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;
- (c) The Cultural Monitoring Plan shall include:

- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;
 - (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15 Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;
 - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.
 - (x) members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (c) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further work must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16 Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 16.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

17 Construction Vibration Standards

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

Table CNV2 Construction vibration criteria standards

Receiver	Details	Category A	Category B
Occupied Activities sensitiveto noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 Values Tables 1 and 3 of DIN 4150-3:2016**

**Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria standards*

*** DIN 4150-3, 2016 Edition, December 2016 - Vibrations in buildings - Part 3: Effects on structures*

***BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*

- (b) ~~Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.~~
- (c) ~~If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.~~
- (d) ~~If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.~~

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) *Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and*
- (b) *Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.*

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request. If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule.

18 Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates;
The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO)
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints.
- (c) The objective of the CNVMP is to provide a framework for the development and implementation

~~of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable.~~ To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:

- (i) Description of the works and anticipated equipment / processes;
- (ii) Hours of operation, including times and days when construction activities would occur;
- (iii) The construction noise and vibration standards for the project;
- (iv) Identification of receivers where noise and vibration standards apply;
- (v) A hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration;
- (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
- (viii) Contact details of the Project Liaison Person;
- (ix) Procedures for the regular and effective training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
- ~~(x) Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where Schedules may be required. the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.~~
- (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and ~~where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition 18(c)(x) CNVMP].~~
- (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B standards ~~day time levels;~~
- (xiii) Procedures for undertaking building condition surveys as soon as practicable before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.
- (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;
- (xv) Requirements for review and update of the CNVMP.

19 Schedule to a CNVMP

- (a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;
 - (ii) Construction vibration is either predicted or measured to exceed the Category A ~~B~~ standard ~~at the receivers~~ in Condition 17;
- (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish times;
 - (ii) The nearest neighbours to the construction activity;
 - (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
 - (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and
 - (vi) Location, times and types of monitoring.

- (c) The Schedule shall be submitted to the Manager for ~~information certification at least 5 working days (except in unforeseen circumstances)~~ in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be ~~considered~~ taken into account by the Requiring Authority prior to implementation of the Schedule;
- (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20 Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
 - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
 - C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14; and
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and

updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21 Pre-Construction Ecological Survey

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present
 - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.
- (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22 Ecological Management Plan (EMP)

- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
 - (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include:
 - a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;
 - b. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
 - c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;
 - d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration /mitigation planting taking into account land ownership, accessibility and the timing of available funding;
 - e. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - f. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - g. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.
 - (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened
- Auckland Unitary Plan Operative in part

or at risk wetland birds, the EMP may include:

- a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
 - b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction in activity;
 - d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and
 - v. minimising light spill from construction areas into Wetlands
- (b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice Notes:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- (a) *Stream and / or wetland restoration plans;*
- (b) *Vegetation restoration plans; and*
- (c) *Fauna management plans (e.g. avifauna, herpetofauna, bats).*

23 Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.
- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in (i) above. This may include:
 - a. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 9);
 - b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

24 Low Noise Road Surface

- (a) An Open Graded Porous Asphalt (OGPA) pavement or a pavement with a similar or better

~~noise reduction characteristics Asphaltic mix surface~~ shall be implemented within twelve months of completion of construction of the Project.

- (b) The ~~asphaltic mix OGPA~~ surface shall be maintained to retain the noise reduction performance as far as practicable.

25 Traffic Noise

For the purposes of Conditions 26 to 40:

- (a) Building-Modification Mitigation – has the same meaning as in NZS 6806;
- (b) Design year has the same meaning as in NZS 6806;
- (c) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;
- (d) Habitable Space – has the same meaning as in NZS 6806;
- (e) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in *Schedule 3: Identified PPFs Noise Criteria Categories*;
- (f) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
- (g) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);
- (h) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
- (i) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation;
- (j) Protected Premises and Facilities (PPFs) – means: ~~only the premises and facilities identified in green, orange or red in Schedule 4: PPFs Noise Criteria Categories;~~
 - (i) The premises and facilities identified in green, orange or red in Schedule 43: PPFs Noise Criteria Categories;
 - (ii) Any activity sensitive to noise (as defined in Chapter J of the AUP) that has been constructed or has Building Consent to be constructed in the same or similar location as any PPF in (i); and
 - (iii) Any land within 200m of the final alignment where the establishment of one or more activities sensitive to noise is anticipated by a Residential zoning in the AUP.
- (k) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and
- (l) Structural Mitigation – has the same meaning as in NZS 6806.

26

The Noise Criteria Categories identified in *Schedule 3: PPFs Noise Criteria Categories* at each of the PPFs shall be achieved where practicable and subject to Conditions 26 to 40 (all traffic noise conditions).

Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.

27

~~As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule 3 PPFs Noise Criteria Categories.~~

27 28

Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the all PPFs identified in Schedule 3 PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options, following the process set out in 6806, unless that process is varied by these conditions.

28 29

The process for determining the BPO for noise barriers that might be part of any Structural

~~Mitigation in section 8.2 of 6806 shall be applied where the performance of any barrier is assessed at the ground floor of any multi-storey building. If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.~~

29-30

Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.

30-31

The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.

31-32

Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').

32-33

Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.

33-34

For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 32-33 above if:

- (a) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
- (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
- (c) The building owner did not agree to entry within three of the date of the Requiring Authority's letter sent in accordance with Condition 32-33 above (including where the owner did not respond within that period); or
- (d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

34-35

Subject to Condition 33-34 above, within six months of the assessment undertaken in accordance with Conditions 32-33 and 33-34, the Requiring Authority shall write to the owner of each Category C Building advising:

- (a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces;

- (b) The options available for Building-Modification Mitigation to the building, if required; and
- (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.

35 36

Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

36 37

Subject to Condition 33 34, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 35 36 if:

- (a) The Requiring Authority has completed Building Modification Mitigation to the building; or
- (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
- (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 33 34 (including where the owner did not respond within that period); or
- (d) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

37 38

Within twelve months of completion of construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.

38 39

The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable

39 40

The ~~requirements of conditions 26 and 38 Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories~~ do not need to be complied with where:

- (a) Any the PPF identified in Schedule 3: PPFs Noise Criteria Categories no longer exists and there is no new PPF constructed in the same or similar location; or
- (b) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

40

The final design shall ensure that the location of the 55dB $L_{Aeq(24hr)}$ contour across any land zoned FUZ or Residential is approximately consistent (within 2dB $L_{Aeq(24hr)}$) with the location of the 55dB $L_{Aeq(24hr)}$ contour

Attachments

No attachments.

NoR S2: SH16 Main Road

Designation Number	XXXX
Requiring Authority	Waka Kotahi NZ Transport Agency (Waka Kotahi)
Location	The requirement applies to an area of land of approximately 34 hectares located at SH16 Main Road between Riverhead Road and Foster Road. The requirement applies to 223 land parcels. The land directly affected by the requirement is identified in the Schedule of Directly Affected Property
Lapse Date	Not applicable as existing designation

Purpose

Pursuant to Section 181 (1) of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of its requirement to alter a designation. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA. The designation to be altered, and the nature of the alteration is as follows:

The designation to be altered is designation reference 6766 in the Auckland Unitary Plan. The Requiring Authority listed for the designation in the Unitary Plan is New Zealand Transport Agency. The purpose of the designation is State Highway 16.

The nature of the alteration is:

- A change to the boundary of the designation and a change to the conditions of the designation.

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan</u> or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received

	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.

Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1 Activity in General Accordance with Plans and Information

- (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1
- (b) Where there is inconsistency between:
 - (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail
 - (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.

2 Conditions 1 – 23 of this designation shall only apply to the work described in the Project Description and the altered area identified in the Concept Plan in Schedule 1.

3 Project Information

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
 - (iii) the status of the Project;
 - (iv) anticipated construction timeframes;
 - (v) contact details for enquiries;
 - (vi) a subscription service to enable receipt of project updates by email; and
 - (vii) how to apply for consent for works in the designation under s176(1)(b) of the RMA.
 - (viii) the implications of the designation for landowners, occupiers and business owners and operators within the designation.
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

4 Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:
- (b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and
- (c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

5 Network Utility Operators and Council (Section 176 Approval)

- (a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:
 - (i) operation, maintenance and urgent repair works;
 - (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;
 - (iii) minor works such as new service connections; and
 - (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6 Outline Plan

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project
- (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:

- (i) Construction Environmental Management Plan
- (ii) Construction Traffic Management Plan
- (iii) Construction Noise and Vibration Management Plan
- (iv) Urban and Landscape Design Management Plan
- (v) Historic Heritage Management Plan
- (vi) Ecological Management Plan
- (vii) Tree Management Plan.

7 Management Plans

- (a) Any management plan shall:
 - (i) Be prepared and implemented in accordance with the relevant management plan condition
 - (ii) Be prepared by a Suitably Qualified Person(s)
 - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates
 - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation
 - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process
 - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for information certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8 Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
 - (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project;
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should

be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14;

- (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.
- (d) Conditions 8(b) and (c) above will cease to apply if:
 - (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

8A Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.
- (b) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (c) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (d) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (e) The project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark man maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify Spark and liaise with to agree on an acceptable alternative design solution.

8B Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (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).
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

9 Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.
- (b) Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
 - (ii) 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;
 - (iii) Ensure that the project integrates with the existing and proposed active mode network; and
 - (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users.
- (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) 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), natural environment, landscape character and open space zones; (including Fred Taylor Park and Huapai Recreation Reserve);
 - (ii) Provides high quality and safe appropriate 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 to the immediate neighbourhoods and wider community;
 - (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.
- (e) The ULDMP(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 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) 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 and Ecological Management Plan. 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 Conditions 22 and 23;
 - 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.
 - (iv) Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Advice Note:

This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10 Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
 - (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;
 - (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
 - (vi) no increase in flood levels in a 1% AEP event for infrastructure;
 - (vii) no loss in overland flow path capacity, unless provided by other means;
 - (viii) no new flood prone areas;
 - (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~400-year AR~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

11 Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.

- (b) The CEMP development must include input from a suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.
- Including:
- (i) siting construction yards and stockpiles outside the flood plain;
 - (ii) diverting overland flow paths away from the area of work;
 - (iii) minimizing the physical obstruction to flood flows at the road sag points;
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events; and
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events).
- (bc) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
- (i) the roles and responsibilities of staff and contractors;
 - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
 - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
 - (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
 - (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
 - (vi) methods for providing for the health and safety of the general public;
 - (vii) procedures for incident management;
 - (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
 - (ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
 - (x) procedures for responding to complaints about Construction Works; ~~and~~
 - (xi) methods for amending and updating the CEMP as required and
 - (xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12 Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
- (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (iv) a list of stakeholders, organisations (such as community facilities), businesses who will be engaged with and the methods for engagement;
 - (v) identification of the properties whose owners will be engaged with;
 - (vi) methods and timing to engage with landowners whose access is directly affected;
 - ~~(vii)~~ methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; ~~and~~
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant; and
 - (ix) methods for engaging with Matua Ngaru School and Huapai District School. The Schools must be contacted ten working days prior to the start of any construction within 100m of the school boundary
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days 6 months prior to the Start of Construction for a Stage of Work.

13 Complaints Register

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (i) The date, time and nature of the complaint;
 - (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
 - (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;
 - (iv) The outcome of the investigation into the complaint;
 - (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
- (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

14 Cultural Monitoring Plan

- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.
- (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;
- (c) The Cultural Monitoring Plan shall include:
 - (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;
 - (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15 Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;
 - A. How heavy vehicles will avoid travelling past the schools listed in the table below during school before-school and after-school travel times during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. 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 engaged with and added to the table below. Heavy vehicle movements must avoid these new schools at their peak before-school and after-school travel times.

School	Address	Restricted roads	Restricted time
Matua Ngaru School	47 Gilbransen Road, Kumeū 0891	Gilbransen Road and VanRixel Drive	8.15am – 9:00am 3:00pm – 3:30pm
Huapai District School	40 Station Road, Kumeū	Station Road	8.15am – 9:00am 3:00pm – 3:30pm

B. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.

C. Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.

- (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.
 - (x) members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (xi) Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.
- (c) Works on S1 – Alternative State highway and S4 – Access Road (including improvements to the Access Road intersection with SH16 Main Road as necessary) are completed and open to traffic before work is begun on both S2 – SH16 Main Road, and the components of S3- Rapid Transit and Active Modes Corridor that are located through the developed commercial areas of Kumeu and Huapai.
- (d) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further work must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.
- (e) The SH16 Main Road corridor, in combination with the proposed Rapid Transit Corridor, facilitate direct vehicle access to existing properties.

15A Additional Crossings

- (a) The number of heavy rail/Rapid Transit Corridor crossings be increased so that there is at least one crossing per 400-450 metres, to provide a more connected street network, and increase the number of local facilities that can be accessed within a reasonable walking and cycling distances, and thus facilitate mode shift from private vehicles to walking and cycling.

16 Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 16.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

17 Construction Vibration Standards

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable:

Table CNV2 Construction vibration criteria standards

Receiver	Details	Category A	Category B
Occupied Activities sensitiveto noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 Values Tables 1 and 3 of DIN 4150-3:2016**

** Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria standards*

*** DIN 4150-3, 2016 Edition, December 2016 - Vibrations in buildings - Part 3: Effects on structures*

***BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites— Part 2: Vibration*

- ~~(a) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.~~
- ~~(b) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.~~
- ~~(c) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.~~

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and*
- (b) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.*

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request. If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule.

18 Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates;
The objectives of the CNVMP are to:
- (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;

- (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO)
- (iii) Set out the methods for scheduling works to minimise disruption; and
- (iv) Ensure engagement with affected receivers and timely management of complaints.
- (c) ~~The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:~~
 - (i) Description of the works and anticipated equipment / processes;
 - (ii) Hours of operation, including times and days when construction activities would occur;
 - (iii) The construction noise and vibration standards for the project;
 - (iv) Identification of receivers where noise and vibration standards apply;
 - (v) A hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;
 - (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration;
 - (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
 - (viii) Contact details of the Project Liaison Person;
 - (ix) Procedures for the regular and effective training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
 - ~~(x) Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where Schedules may be required, the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.~~
 - (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and ~~where sufficient information is not available at the time of the CNVMP~~ to determine the area specific management controls [Condition 18(c)(x) CNVMP].
 - (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B standards ~~day time levels~~;
 - (xiii) Procedures for undertaking building condition surveys as soon as practicable before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.
 - (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;
 - (xv) Requirements for review and update of the CNVMP.

19 Schedule to a CNVMP

- (a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;
 - (ii) Construction vibration is either predicted or measured to exceed the Category A~~B~~ standard ~~at the receivers~~ in Condition 17;
- (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish times;
 - (ii) The nearest neighbours to the construction activity;
 - (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
 - (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and

- (vi) Location, times and types of monitoring.
- (c) The Schedule shall be submitted to the Manager for information certification ~~at least 5 working days (except in unforeseen circumstances)~~ in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be ~~considered~~ taken into account by the Requiring Authority prior to implementation of the Schedule;
- (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20 Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
 - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
 - C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14;
- (x) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) ~~and Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483)~~ measures and methods shall be identified to:
 - A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the buildings;

- B. appropriately re-locate the buildings within the footprint of designation its scheduled extent of place in a manner that respects the heritage value of the buildings. The new location must retain a clear visual relationship with both SH16 and the railway corridor, and must have a prominent position near the centre of Kumeū;
 - C. identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building. At a minimum, all pre-1920s sections of the building must be retained; and
 - D. identify long term protection management of heritage elements of the buildings
- (xi) For Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:
- A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;
 - B. appropriately re-locate the building within the footprint of designation in a manner that respects the heritage value of the building;
 - C. identify long term protection management of heritage elements of the buildings;
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
 - (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21 Pre-Construction Ecological Survey

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2 works area~~ are still present
 - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.
- (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22 Ecological Management Plan (EMP)

- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
 - (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include:
 - a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;
 - b. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;

- c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;
 - d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration /mitigation planting taking into account land ownership, accessibility and the timing of available funding;
 - e. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - f. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - g. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.
- (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
 - b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
 - d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and
 - v. minimising light spill from construction areas into Wetlands
- (b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice Notes:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- (a) *Stream and / or wetland restoration plans;*
- (b) *Vegetation restoration plans; and*
- (c) *Fauna management plans (e.g. avifauna, herpetofauna, bats).*

23 Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.
- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include:

- a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9);
 - b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
- (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Attachments

No attachments.

NoR S3: Rapid Transit Corridor

Designation Number	XXXX
Requiring Authority	Waka Kotahi NZ Transport Agency (Waka Kotahi)
Location	The requirement applies to an area of land of approximately 196 hectares located between Matua Road, Huapai and Brigham Creek Interchange. The requirement applies to 350 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

Purpose

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of a requirement for a designation for a public work. The purpose of the proposed designation is 'Construction, operation and maintenance of a public transport corridor'. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA.

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	<p>Confirmation from the Manager that a material change to a <u>plan or CNVMP</u> Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received

	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.

Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1 Activity in General Accordance with Plans and Information

- (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1
- (b) Where there is inconsistency between:
 - (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail
 - (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.

2 Project Information

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project;
 - (ii) anticipated construction timeframes;
 - (iii) contact details for enquiries;
 - (iv) a subscription service to enable receipt of project updates by email; and
 - (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.
 - (vi) the implications of the designation for landowners, occupiers and business owners and operators within the designation.
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

3 Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:
- (b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and
- (c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4 Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

5 Network Utility Operators and Council (Section 176 Approval)

- (a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:
 - (i) operation, maintenance and urgent repair works;
 - (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;
 - (iii) minor works such as new service connections; and
 - (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6 Outline Plan

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project
- (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan

- (ii) Construction Traffic Management Plan
- (iii) Construction Noise and Vibration Management Plan
- (iv) Urban and Landscape Design Management Plan
- (v) Historic Heritage Management Plan
- (vi) Ecological Management Plan
- (vii) Tree Management Plan.

7 Management Plans

- (a) Any management plan shall:
- (i) Be prepared and implemented in accordance with the relevant management plan condition
 - (ii) Be prepared by a Suitably Qualified Person(s)
 - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates
 - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted ~~to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules~~
 - (vi) Once ~~finalised~~ certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
- (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation
 - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process
 - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information~~ certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8 Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
- (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project;
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14;

- (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.
- (d) Conditions 8(b) and (c) above will cease to apply if:
 - (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

8A Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.
- (b) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (c) The contractor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (d) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (e) The project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark man maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify Spark and liaise with to agree on an acceptable alternative design solution.

8B Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (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).
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

9 Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.
- (b) Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
 - (ii) 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;
 - (iii) Ensure that the project integrates with the existing and proposed active mode network; and
 - (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users.
- (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) 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), natural environment, landscape character and open space zones; (including Fred Taylor Park and Huapai Recreation Reserve);
 - (ii) Provides high quality and safe appropriate 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 to the immediate neighbourhoods and wider community;
 - (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.
- (e) The ULDMP(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 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) 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 and Ecological Management Plan. 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 Conditions 22 and 23;
 - 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.
 - (iv) Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Advice Note:

This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10 Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;
 - (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development ~~where there is no existing dwelling;~~
 - (vi) no increase in flood levels in a 1% AEP event for infrastructure;
 - (vii) no loss in overland flow path capacity, unless provided by other means;

- (viii) no new flood prone areas;
- (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~400-year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

11 Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The CEMP development must include input from a suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain;
 - (ii) diverting overland flow paths away from the area of work;
 - (iii) minimizing the physical obstruction to flood flows at the road sag points;
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events; and
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events).
- (bc) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
- (i) the roles and responsibilities of staff and contractors;
 - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
 - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
 - (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
 - (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
 - (vi) methods for providing for the health and safety of the general public;
 - (vii) procedures for incident management;
 - (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
 - (ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;

- (x) procedures for responding to complaints about Construction Works; ~~and~~
- (xi) methods for amending and updating the CEMP as required ~~and~~
- (xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12 Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
 - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (iv) a list of stakeholders, organisations (such as community facilities), businesses who will be engaged with and the methods for engagement;
 - (v) identification of the properties whose owners will be engaged with;
 - (vi) methods and timing to engage with landowners whose access is directly affected;
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant; and
 - (ix) methods for engaging with Matua Ngaru School and Huapai District School. The Schools must be contacted ten working days prior to the start of any construction within 100m of the school boundary
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information certification ten working days~~ 6 months prior to the Start of Construction for a Stage of Work.

13 Complaints Register

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (i) The date, time and nature of the complaint;
 - (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
 - (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;
 - (iv) The outcome of the investigation into the complaint;
 - (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
- (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

14 Cultural Monitoring Plan

- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.
- (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;
- (c) The Cultural Monitoring Plan shall include:
 - (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;

- (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15 Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include:
- (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;
- A. How heavy vehicles will avoid travelling past the schools listed in the table below during school before-school and after-school travel times during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. 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 engaged with and added to the table below. Heavy vehicle movements must avoid these new schools at their peak before-school and after-school travel times.

School	Address	Restricted roads	Restricted time
Matua Ngaru School	47 Gilbransen Road, Kumeū 0891	Gilbransen Road and VanRixel Drive	8.15am – 9:00am 3:00pm – 3:30pm
Huapai District School	40 Station Road, Kumeū	Station Road	8.15am – 9:00am 3:00pm – 3:30pm

- B. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- C. Details of consultation (including outcomes agreed) with the applicant, Matua Ngaru School and Huapai District 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.
- (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and

- maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
- (vi) methods to maintain vehicle access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.
 - (x) members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
 - (xi) Ensuring that safe routes to schools for pedestrians and cyclists are maintained, or equivalent alternative routes are provided.
- (c) Works on S1 – Alternative State highway and S4 – Access Road (including improvements to the Access Road intersection with SH16 Main Road as necessary) are completed and open to traffic before work is begun on both S2 – SH16 Main Road, and the components of S3- Rapid Transit and Active Modes Corridor that are located through the developed commercial areas of Kumeu and Huapai.
 - (d) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further work must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.
 - (e) The SH16 Main Road corridor, in combination with the proposed Rapid Transit Corridor, facilitate direct vehicle access to existing properties.

15A Additional Crossings

- (a) The number of heavy rail/Rapid Transit Corridor crossings be increased so that there is at least one crossing per 400-450 metres, to provide a more connected street network, and increase the number of local facilities that can be accessed within a reasonable walking and cycling distances, and thus facilitate mode shift from private vehicles to walking and cycling.

16 Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 16.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB

Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

17 Construction Vibration Standards

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable

Table CNV2 Construction vibration ~~criteria standards~~

Receiver	Details	Category A	Category B
Occupied Activities sensitiveto noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 Values Tables 1 and 3 of DIN 4150-3:2016**

* Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B ~~criteria standards~~

** DIN 4150-3, 2016 Edition, December 2016 - Vibrations in buildings - Part 3: Effects on

structures

~~**BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration~~

- ~~(b) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.~~
- ~~(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during these activities.~~
- ~~(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.~~

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
- (b) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request. If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule.

18 Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates;
The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO)
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints.
- (c) ~~The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:~~
 - (i) Description of the works and anticipated equipment / processes;
 - (ii) Hours of operation, including times and days when construction activities would occur;
 - (iii) The construction noise and vibration standards for the project;
 - (iv) Identification of receivers where noise and vibration standards apply;
 - (v) A hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;
 - (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration;
 - (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
 - (viii) Contact details of the Project Liaison Person;
 - (ix) Procedures for the regular and effective training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
 - (x) ~~Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where Schedules may be required. the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.~~
 - (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards

[Condition 17] Category A or Category B will not be practicable and ~~where sufficient information is not available at the time of the CNVMP~~ to determine the area specific management controls [Condition 18(c)(x) CNVMP].

- (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B standards ~~day time levels~~;
- (xiii) Procedures for undertaking building condition surveys as soon as practicable before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.
- (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;
- (xv) Requirements for review and update of the CNVMP.

19 Schedule to a CNVMP

- (a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;
 - (ii) Construction vibration is either predicted or measured to exceed the Category A ~~B~~ standard ~~at the receivers~~ in Condition 17;
- (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish times;
 - (ii) The nearest neighbours to the construction activity;
 - (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
 - (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and
 - (vi) Location, times and types of monitoring.
- (c) The Schedule shall be submitted to the Manager for information certification ~~at least 5 working days (except in unforeseen circumstances)~~ in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be ~~considered~~ taken into account by the Requiring Authority prior to implementation of the Schedule;
- (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20 Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
 - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;

- (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
- (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
- (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
- (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
- (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
 - C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14;
- (x) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) ~~and Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483)~~ measures and methods shall be identified to:
 - A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the buildings;
 - B. appropriately re-locate the buildings within the ~~footprint of designation~~ its scheduled extent of place in a manner that respects the heritage value of the buildings. The new location must retain a clear visual relationship with both SH16 and the railway corridor, and must have a prominent position near the centre of Kumeū;
 - C. identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building. At a minimum, all pre-1920s sections of the building must be retained; and
 - D. identify long term protection management of heritage elements of the buildings
- (xi) For Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:
 - A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;
 - B. appropriately re-locate the building within the footprint of designation in a manner that respects the heritage value of the building;
 - C. identify long term protection management of heritage elements of the buildings;
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21 Pre-Construction Ecological Survey

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
- (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present
 - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.
- (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22 Ecological Management Plan (EMP)

- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
- (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include:
 - a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;
 - b. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
 - c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;
 - d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration /mitigation planting taking into account land ownership, accessibility and the timing of available funding;
 - e. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - f. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - g. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.
 - (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
 - a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
 - b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any

- Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
- d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and
 - v. minimising light spill from construction areas into Wetlands
- (b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice Notes:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- (a) *Stream and / or wetland restoration plans;*
- (b) *Vegetation restoration plans; and*
- (c) *Fauna management plans (e.g. avifauna, herpetofauna, bats).*

23 Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.
- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include:
 - a. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 9);
 - b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Attachments

No attachments.

NoR S4: Access Road

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	Access Road between State Highway 16 and Tawa Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

Purpose

Auckland Transport (AT) (an Auckland Council Controlled Organisation) as a Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of requirement (NOR) for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a transport corridor on Access Road between State Highway 16 and Tawa Road. The purpose of the designation is for the construction, operation and maintenance of an arterial transport corridor. The activities to be enabled by the designation include environmental mitigation, temporary construction areas, ancillary structure and other activities required for the Project.

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or CNVMP</u> Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received

	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.

Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1. Activity in General Accordance with Plans and Information

- (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1
- (b) Where there is inconsistency between:
 - (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail
 - (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.

2 Project Information

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project;
 - (ii) anticipated construction timeframes;
 - (iii) contact details for enquiries;
 - (iv) a subscription service to enable receipt of project updates by email; and
 - (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.
 - (vi) the implications of the designation for landowners, occupiers and business owners and operators within the designation.
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

3 Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:
- (b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and
- (c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4 Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

5 Network Utility Operators and Council (Section 176 Approval)

- (a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:
 - (i) operation, maintenance and urgent repair works;
 - (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;
 - (iii) minor works such as new service connections; and
 - (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6. Outline Plan

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project
- (c) Outline Plans shall include any management plan or plans that are relevant to the

management of effects of those activities or Stage of Work, which may include:

- (i) Construction Environmental Management Plan
- (ii) Construction Traffic Management Plan
- (iii) Construction Noise and Vibration Management Plan
- (iv) Urban and Landscape Design Management Plan
- (v) Historic Heritage Management Plan
- (vi) Ecological Management Plan
- (vii) Tree Management Plan.

7. Management Plans

(a) Any management plan shall:

- (i) Be prepared and implemented in accordance with the relevant management plan condition
- (ii) Be prepared by a Suitably Qualified Person(s)
- (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates
- (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
- (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
- (vi) Once ~~finalised~~ certified, uploaded to the Project website or equivalent virtual information source.

(b) Any management plan developed in accordance with Condition 6 may:

- (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation
- (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process
- (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision

(c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for information certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8 Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
 - (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;

- (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project;
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;
 - (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14;
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

8A Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.
- (b) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (c) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (d) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (e) The project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark man maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify Spark and liaise with to agree on an acceptable alternative design solution.

8B Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (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).
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its

assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.

- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

9 Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.
- (b) Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
 - (ii) 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;
 - (iii) Ensure that the project integrates with the existing and proposed active mode network; and
 - (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users.
- (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) 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), natural environment, landscape character and open space zones; (including Kumeū Community Centre) and Kumeū Showgrounds);
 - (ii) Provides high quality and safe ~~appropriate~~ 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 to the immediate neighbourhoods and wider community;
 - (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.
- (e) The ULDMP(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 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) 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 and Ecological Management Plan. 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 Conditions 22 and 23;
 - 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.
 - (iv) Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Advice Note:

This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10. Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;
 - (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or

- future urban development ~~where there is no existing dwelling~~;
- (vi) no increase in flood levels in a 1% AEP event for infrastructure;
- (vii) no loss in overland flow path capacity, unless provided by other means;
- (viii) no new flood prone areas;
- (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.
The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~100-year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

11 Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The CEMP development must include input from a suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges. Including:
 - (i) siting construction yards and stockpiles outside the flood plain;
 - (ii) diverting overland flow paths away from the area of work;
 - (iii) minimizing the physical obstruction to flood flows at the road sag points;
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events; and
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events).
- (bc) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
 - (vi) the roles and responsibilities of staff and contractors;
 - (vii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
 - (viii) the Construction Works programmes and the staging approach, and the proposed hours of work;
 - (ix) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
 - (x) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
 - (xi) methods for providing for the health and safety of the general public;
 - (xii) procedures for incident management;
 - (xiii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
 - (xiv) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
 - (xv) procedures for responding to complaints about Construction Works; ~~and~~
 - (xvi) methods for amending and updating the CEMP as required and
 - (xvii) methods to manage flood risk during construction, including methods to respond to warnings

of heavy rain.

12 Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
- (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (iv) a list of stakeholders, organisations (such as community facilities), businesses who will be engaged with and the methods for engagement;
 - (v) identification of the properties whose owners will be engaged with;
 - (vi) methods and timing to engage with landowners whose access is directly affected;
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ~~ten working days~~ 6 months prior to the Start of Construction for a Stage of Work.

13 Complaints Register

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
- (i) The date, time and nature of the complaint;
 - (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
 - (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;
 - (iv) The outcome of the investigation into the complaint;
 - (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
- (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

14 Cultural Monitoring Plan

- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.
- (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;
- (c) The Cultural Monitoring Plan shall include:
- (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;
 - (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works,

an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.

15 Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include:
- (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;
 - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.
 - (x) members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (c) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further work must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16 Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 16.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB

Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

17 Construction Vibration Standards

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable

Table CNV2 Construction vibration ~~criteria-standards~~

Receiver	Details	Category A	Category B
Occupied Activities sensitiveto noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 Values

			Tables 1 and 3 of DIN 4150-3:2016**
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** Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria standards*

*** DIN 4150-3, 2016 Edition, December 2016 - Vibrations in buildings - Part 3: Effects on structures*

***BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites— Part 2: Vibration*

- ~~(b) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.~~
- ~~(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.~~
- ~~(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.~~

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and*
- (b) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.*

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request. If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule.

18 Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates;
The objectives of the CNVMP are to:
 - (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO)
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints.
- (c) ~~The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:~~
 - (i) Description of the works and anticipated equipment / processes;
 - (ii) Hours of operation, including times and days when construction activities would occur;
 - (iii) The construction noise and vibration standards for the project;
 - (iv) Identification of receivers where noise and vibration standards apply;
 - (v) A hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;
 - (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration;
 - (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
 - (viii) Contact details of the Project Liaison Person;
 - (ix) Procedures for the regular and effective training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
 - (x) Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where Schedules may be

~~required. the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.~~

- (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and ~~where sufficient information is not available at the time of the CNVMP~~ to determine the area specific management controls [Condition 18(c)(x) CNVMP].
- (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B standards ~~day time levels~~;
- (xiii) Procedures for undertaking building condition surveys as soon as practicable before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.
- (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;
- (xv) Requirements for review and update of the CNVMP.

19 Schedule to a CNVMP

- (a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;
 - (ii) Construction vibration is either predicted or measured to exceed the Category A~~B~~ standard ~~at the receivers~~ in Condition 17;
- (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish times;
 - (ii) The nearest neighbours to the construction activity;
 - (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
 - (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and
 - (vi) Location, times and types of monitoring.
- (c) The Schedule shall be submitted to the Manager for information certification ~~at least 5 working days (except in unforeseen circumstances)~~ in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be ~~considered~~ taken into account by the Requiring Authority prior to implementation of the Schedule;
- (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

20 Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
 - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;

- (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
- (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
- (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
- (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
- (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
- (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
 - C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14; and
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
- (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21 Pre-Construction Ecological Survey

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present
 - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.
- (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22 Ecological Management Plan (EMP)

- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
- (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include:
- a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;
 - b. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
 - c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;
 - d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration / mitigation planting taking into account land ownership, accessibility and the timing of available funding;
 - e. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - f. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - g. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.
- (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
 - b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
 - d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and
 - v. minimising light spill from construction areas into Wetlands
- (b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice Notes:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- (a) *Stream and / or wetland restoration plans;*

- (b) *Vegetation restoration plans; and*
- (c) *Fauna management plans (e.g. avifauna, herpetofauna, bats).*

23 Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.
- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include:
 - a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9);
 - b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Attachments

No attachments.

NoR HS: Rapid Transit Corridor - Huapai

Designation Number	XXXX
Requiring Authority	Waka Kotahi NZ Transport Agency (Waka Kotahi)
Location	The requirement applies to an area of land of approximately 16 hectares located within Huapai. The requirement applies to 18 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

Purpose

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of a requirement for a designation for a public work. The purpose of the proposed designation is 'Construction, operation and maintenance of a public transport station and associated facilities'. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA.

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	<p>Confirmation from the Manager that a material change to a <u>plan or CNVMP</u> Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received

	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.

Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohū
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.
ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1 Activity in General Accordance with Plans and Information

- (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1
- (b) Where there is inconsistency between:
 - (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail
 - (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.

2 Project Information

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project;
 - (ii) anticipated construction timeframes;
 - (iii) contact details for enquiries;
 - (iv) a subscription service to enable receipt of project updates by email; and
 - (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.
 - (vi) the implications of the designation for landowners, occupiers and business owners and operators within the designation.
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

3 Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:
- (b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and
- (c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4 Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

5 Network Utility Operators and Council (Section 176 Approval)

- (a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:
 - (i) operation, maintenance and urgent repair works;
 - (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;
 - (iii) minor works such as new service connections; and
 - (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6 Outline Plan

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project
- (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7 Management Plans

- (a) Any management plan shall:
 - (i) Be prepared and implemented in accordance with the relevant management plan condition
 - (ii) Be prepared by a Suitably Qualified Person(s)
 - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates
 - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once ~~finalised~~ certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation
 - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process
 - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for ~~information certification~~.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8 Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.
- (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
 - (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;

- (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;
- (iii) Identifies traditional cultural practices within the area that may be impacted by the Project;
- (iv) Identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;
- (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14;
- (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.
- (d) Conditions 8(b) and (c) above will cease to apply if:
 - (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

8A Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.
- (b) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (c) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (d) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (e) The project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark man maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify Spark and liaise with to agree on an acceptable alternative design solution.

8B Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (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).
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation

to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.

- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

9 Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.
- (b) Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
 - (ii) 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;
 - (iii) Ensure that the project integrates with the existing and proposed active mode network; and
 - (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users.
- (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) 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), natural environment, landscape character and open space zones; (including Fred Taylor Park and Huapai Recreation Reserve);
 - (ii) Provides high quality and safe appropriate 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 to the immediate neighbourhoods and wider community;
 - (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.
- (e) The ULDMP(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 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
 - j. Architectural and landscape treatment to create gateway elements at the eastern and western edges of the town;
 - k. Approach in response to land use and development opportunities associated with the location of the future RTC station between Harikoa Road and John McDonald Road.
- (f) 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 and Ecological Management Plan. 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 Conditions 22 and 23;
 - 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.
 - (iv) Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Advice Note:

This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10 Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;
 - (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development ~~where there is no existing dwelling;~~
 - (vi) no increase in flood levels in a 1% AEP event for infrastructure;
 - (vii) no loss in overland flow path capacity, unless provided by other means;
 - (viii) no new flood prone areas;
 - (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project ~~100-year ARI~~ 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

11 Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The CEMP development must include input from a suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.
- Including:
- (i) siting construction yards and stockpiles outside the flood plain;
 - (ii) diverting overland flow paths away from the area of work;
 - (iii) minimizing the physical obstruction to flood flows at the road sag points;
 - (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events; and
 - (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events).
- (c) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
- (i) the roles and responsibilities of staff and contractors;
 - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
 - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
 - (iv) details of the proposed construction yards including temporary screening when adjacent to

- residential areas, locations of refuelling activities and construction lighting;
- (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
- (vi) methods for providing for the health and safety of the general public;
- (vii) procedures for incident management;
- (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
- (ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
- (x) procedures for responding to complaints about Construction Works; ~~and~~
- (xi) methods for amending and updating the CEMP as required and
- (xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12 Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
 - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (iv) a list of stakeholders, organisations (such as community facilities), businesses who will be engaged with and the methods for engagement;
 - (v) identification of the properties whose owners will be engaged with;
 - (vi) methods and timing to engage with landowners whose access is directly affected;
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days 6 months prior to the Start of Construction for a Stage of Work.

13 Complaints Register

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (i) The date, time and nature of the complaint;
 - (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
 - (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;
 - (iv) The outcome of the investigation into the complaint;
 - (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
- (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

14 Cultural Monitoring Plan

- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a
- Auckland Unitary Plan Operative in part

- Suitably Qualified Person(s) identified in collaboration with Mana Whenua.
- (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;
 - (c) The Cultural Monitoring Plan shall include:
 - (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;
 - (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
 - (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15 Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;
 - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.
 - (x) members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (c) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further work must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16 Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999
- Auckland Unitary Plan Operative in part

Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 16.1: Construction noise standards

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- (b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

17 Construction Vibration Standards

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

Table CNV2 Construction vibration criteria standards

Receiver	Details	Category A	Category B
Occupied Activities sensitiveto noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv

	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 Values Tables 1 and 3 of DIN 4150-3:2016**

** Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria standards*

*** DIN 4150-3, 2016 Edition, December 2016 - Vibrations in buildings - Part 3: Effects on structures*

***BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites — Part 2: Vibration*

- ~~(b) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.~~
- ~~(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.~~
- ~~(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.~~

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and*
- (b) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.*

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request. If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule.

18 Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates;
The objectives of the CNVMP are to:
- (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO)
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints.
- (c) ~~The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:~~
- (i) Description of the works and anticipated equipment / processes;

- (ii) Hours of operation, including times and days when construction activities would occur;
- (iii) The construction noise and vibration standards for the project;
- (iv) Identification of receivers where noise and vibration standards apply;
- (v) A hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration;
- (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
- (viii) Contact details of the Project Liaison Person;
- (ix) Procedures for the regular and effective training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
- ~~(x) Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where Schedules may be required. the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.~~
- (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and ~~where sufficient information is not available at the time of the CNVMP~~ to determine the area specific management controls [Condition 18(c)(x) CNVMP].
- (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B standards ~~day time levels~~;
- (xiii) Procedures for undertaking building condition surveys as soon as practicable before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.
- (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;
- (xv) Requirements for review and update of the CNVMP.

19 Schedule to a CNVMP

- (a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;
 - (ii) Construction vibration is either predicted or measured to exceed the Category A~~B~~ standard ~~at the receivers~~ in Condition 17;
- (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish times;
 - (ii) The nearest neighbours to the construction activity;
 - (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
 - (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and
 - (vi) Location, times and types of monitoring.
- (c) The Schedule shall be submitted to the Manager for information certification ~~at least 5 working days (except in unforeseen circumstances)~~ in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be ~~considered~~ taken into account by the Requiring Authority prior to implementation of the Schedule;
- (d) Where material changes are made to a Schedule required by this condition, the Requiring

Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

19A Noise Levels at Rapid Transit Stations

The Requiring Authority shall ensure that the noise (rating) level from all sources of noise associated with the Kumeu and Huapai Rapid Transit Stations must comply with the noise limits and standards of the zone at the receiving sites. This shall include the noise of vehicles using the station, any mechanical plant and the noise of people at the station when the station is operating at its' design capacity. Except that the noise (rating) level from any public address system at the stations shall comply with noise limits 15dB lower than the limits and standards of the zone at the receiving sites.

20 Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
 - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
 - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
 - C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural

- values identified under Condition 14; and
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
 - (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series N0 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21 Pre-Construction Ecological Survey

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present
 - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.
- (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22 Ecological Management Plan (EMP)

- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
 - (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include:
 - a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;
 - b. how the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
 - c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;
 - d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration /mitigation planting taking into account land ownership, accessibility and the timing of available funding;
 - e. where mitigation to minimise effects is not practicable, details of any off setting proposed.
 - f. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - g. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.

- (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
 - a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
 - b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
 - d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and
 - v. minimising light spill from construction areas into Wetlands
- (b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice Notes:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- (a) *Stream and / or wetland restoration plans;*
- (b) *Vegetation restoration plans; and*
- (c) *Fauna management plans (e.g. avifauna, herpetofauna, bats).*

23 Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.
- (c) The Tree Management Plan shall:
 - (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include:
 - a. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9);
 - b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Attachments

No attachments.

NoR HS: Rapid Transit Corridor - Kumeu

Designation Number	XXXX
Requiring Authority	Waka Kotahi NZ Transport Agency (Waka Kotahi)
Location	The requirement applies to an area of land of approximately 6.5 hectares located within Kumeū. The requirement applies to 13 land parcels (including local roads). The land directly affected by the requirement is identified in the Schedule of Directly Affected Property.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 10 years from the date on which it is included in the AUP.

Purpose

Pursuant to Section 168 of the Resource Management Act 1991 (RMA) Waka Kotahi NZ Transport Agency (Waka Kotahi) gives notice of a requirement for a designation for a public work. The purpose of the proposed designation is 'Construction, operation and maintenance of a public transport station and associated facilities'. Waka Kotahi is a network utility operator approved as a requiring authority under Section 167 RMA.

Conditions

Abbreviations and definitions

Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
ARI	Annual Recurrence Interval
Average increase in flood hazard	Flow depth times velocity.
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Confirmation from the Manager that a material change to a <u>plan or CNVMP Schedule</u> has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received</p> <p>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use.
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 21.
Construction Works	Activities undertaken to construct the Project excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 <u>or any updated version</u> .
Enabling works	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> • geotechnical investigations (including trial embankments) • archaeological site investigations • formation of access for geotechnical investigations • establishment of site yards, site entrances and fencing • constructing and sealing site access roads • demolition or removal of buildings and structures • relocation of services • establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Existing authorised habitable floor	The floor level of any room (floor) in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
Flood prone area	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater

	level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
Mana Whenua	<p>Mana Whenua as referred to in the conditions is considered to be (as a minimum but not limited to) the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Project:</p> <ul style="list-style-type: none"> • Ngāti Whātua o Kaipara • Te Kawerau a Maki • Ngāti Whanaunga • Te Ākitai Waiohua
Maximum Probable Development	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA.
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Pre-Project development	Existing site condition prior to the Project (including existing buildings and roadways).
Post-Project development	Site condition after the Project has been completed (including existing and new buildings and roadways).
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works.
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads.
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport.
RMA	Resource Management Act (1991)
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works) start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise.

ULDMP	Urban and Landscape Design Management Plan
Urban Zoning	Land zoned residential or business, together with adjoining special purpose and open space zones.

1 Activity in General Accordance with Plans and Information

- (a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1
- (b) Where there is inconsistency between:
 - (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail
 - (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.

2 Project Information

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
 - (i) the status of the Project;
 - (ii) anticipated construction timeframes;
 - (iii) contact details for enquiries;
 - (iv) a subscription service to enable receipt of project updates by email; and
 - (v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.
 - (vi) the implications of the designation for landowners, occupiers and business owners and operators within the designation.
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

3 Designation Review

- (a) The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:
- (b) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and
- (c) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

4 Lapse

- (a) In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within ~~20~~ 10 years from the date on which it is included in the AUP.

5 Network Utility Operators and Council (Section 176 Approval)

- (a) Prior to the start of Construction Works, Network Utility Operators and Auckland Council with existing infrastructure and/or park facilities located within the designation will not require written consent under section 176 of the RMA for the following activities:
 - (i) operation, maintenance and urgent repair works;
 - (ii) minor renewal works to existing network utilities and/or park facilities necessary for the on-going provision or security of supply of network utility operations;
 - (iii) minor works such as new service connections; and
 - (iv) the upgrade and replacement of existing network utilities and/or park facilities in the same location with the same or similar effects as the existing utility.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

6 Outline Plan

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project

- (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
 - (i) Construction Environmental Management Plan
 - (ii) Construction Traffic Management Plan
 - (iii) Construction Noise and Vibration Management Plan
 - (iv) Urban and Landscape Design Management Plan
 - (v) Historic Heritage Management Plan
 - (vi) Ecological Management Plan
 - (vii) Tree Management Plan.

7 Management Plans

- (a) Any management plan shall:
 - (i) Be prepared and implemented in accordance with the relevant management plan condition
 - (ii) Be prepared by a Suitably Qualified Person(s)
 - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates
 - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
 - a. Been incorporated; and
 - b. Where not incorporated, the reasons why.
 - (v) Be submitted to Council for certification as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules
 - (vi) Once finalised certified, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 6 may:
 - (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation
 - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process
 - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision
- (c) Any material changes to the SCEMPs, are to SCEMPs, are to be submitted to the Council for information certification.

Advice Note:

Certification of the Management Plans, listed above in Condition 6(c), by the council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Building Act 2004, the Heritage New Zealand Pouhere Taonga Act 2014, or the Health and Safety in Employment Act 1992.

8 Cultural Advisory Report

- (a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.
 - (b) The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, the Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:
 - (i) Identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;
 - (ii) Sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;
 - (iii) Identifies traditional cultural practices within the area that may be impacted by the Project;
 - (iv) Identifies opportunities for restoration and enhancement of identified cultural sites,
- Auckland Unitary Plan Operative in part

- landscapes and values within the Project area;
- (v) Taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 14;
 - (vi) Identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the project required in any decision-making.
- (c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.
- (d) Conditions 8(b) and (c) above will cease to apply if:
- (i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and
 - (ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.

8A Southern Cross International Cable

- (a) The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated.
- (b) The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from any damage resulting from construction activities at all times.
- (c) The contactor(s) undertaking the works must not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.
- (d) Spark must be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.
- (e) The project design will endeavour to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark man maintenance holes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team must notify Spark and liaise with to agree on an acceptable alternative design solution.

8B Network Utility Management Plan (NUMP)

- (a) A NUMP shall be prepared after consultation with Network Utility Operator(s) including during the detailed design phase, and prior to the lodgement of an Outline Plan of Works for a stage of construction works.
- (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).
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes and projects, including access to power and ducting within the Project, with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed including whether or not the opportunities identified in (d) have been incorporated into the final detailed design.
- (f) Any comments received from the Network Utility Operator shall be considered when finalising

the NUMP.

- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
- (h) 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.

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).

9 Urban and Landscape Design Management Plan (ULDMP)

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work in consultation with key stakeholders (including Auckland Council) and submitted to the Manager for certification.
- (b) Mana Whenua and Council shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
 - (ii) 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;
 - (iii) Ensure that the project integrates with the existing and proposed active mode network; and
 - (iv) Ensure that the project provides for high levels of connectivity, accessibility and safety for all users.
- (c) The ULDMP shall be prepared in general accordance with:
 - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
 - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
 - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) 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), natural environment, landscape character and open space zones; (including Fred Taylor Park and Huapai Recreation Reserve);
 - (ii) Provides high quality and safe appropriate 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 to the immediate neighbourhoods and wider community;
 - (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.
- (e) The ULDMP(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 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. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian / cycle bridges or underpasses;
 - h. Historic heritage places with reference to the HHMP;
 - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) 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 and Ecological Management Plan. 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 Conditions 22 and 23;
 - 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.
 - (iv) Restoration planting which remedies the loss of ecosystem services provided by vegetation identified for removal, including the replacement of planting that fails to establish.

Advice Note:

This designation is not for the specific purpose of “road widening” (see Notice of Requirement Key for Designation Purpose). Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.

10 Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
 - (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors that are already subject to flooding or have a freeboard less than 150mm;
 - (ii) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised habitable floors with a freeboard of over 150mm;
 - (iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;
 - (iv) no more than a 10% reduction in freeboard in a 1% AEP event for existing authorised community, commercial and industrial building floors;

- (v) no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban or future urban development where there is no existing dwelling;
 - (vi) no increase in flood levels in a 1% AEP event for infrastructure;
 - (vii) no loss in overland flow path capacity, unless provided by other means;
 - (viii) no new flood prone areas;
 - (ix) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment should be undertaken for the 50%, 20%, 10% and 1% AEP rainfall events.
- (b) Compliance with (a) and this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change effects). The flood modelling details shall be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

Advice Note:

It is recommended the flood modelling details be reviewed and agreed with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.

11 Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The CEMP development must include input from a suitably qualified and experienced person and have regard to the effects of temporary works, earthworks, storage materials and temporary diversion and drainage on flow paths, flow level and velocity, and details of the construction and upgrades of culverts, culvert crossings, drains, stormwater wetlands and dry ponds, and bridges.

Including:

- (i) siting construction yards and stockpiles outside the flood plain;
- (ii) diverting overland flow paths away from the area of work;
- (iii) minimizing the physical obstruction to flood flows at the road sag points;
- (iv) staging and programming to provide new drainage prior to raising road design levels and carry out work when there is less risk of high flow events; and
- (v) methods to reduce the conveyance of materials and plant that is considered necessary to be stored or sited within the flood plain (e.g. actions to take in response to the warning of heavy rainfall events).

(bc) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:

- (i) the roles and responsibilities of staff and contractors;
- (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
- (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
- (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
- (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
- (vi) methods for providing for the health and safety of the general public;
- (vii) procedures for incident management;
- (viii) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;

- (ix) measures to address the storage of fuels, lubricants, hazardous and / or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
- (x) procedures for responding to complaints about Construction Works; ~~and~~
- (xi) methods for amending and updating the CEMP as required ~~and~~
- (xii) methods to manage flood risk during construction, including methods to respond to warnings of heavy rain.

12 Stakeholder Communication and Engagement Management Plan (SCEMP)

- (a) A SCEMP shall be prepared in consultation with stakeholders, community groups and organisations 18 months to the Start of Construction for a Stage of Work and submitted to the Manager for certification. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
 - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
 - (iv) a list of stakeholders, organisations (such as community facilities), businesses who will be engaged with and the methods for engagement;
 - (v) identification of the properties whose owners will be engaged with;
 - (vi) methods and timing to engage with landowners whose access is directly affected;
 - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
 - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information~~ certification ten working days 6 months prior to the Start of Construction for a Stage of Work.

13 Complaints Register

- (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:
 - (i) The date, time and nature of the complaint;
 - (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
 - (iii) Measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;
 - (iv) The outcome of the investigation into the complaint;
 - (v) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
- (b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.

14 Cultural Monitoring Plan

- (a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person(s) identified in collaboration with Mana Whenua.
- (b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works;
- (c) The Cultural Monitoring Plan shall include:
 - (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;
 - (ii) Requirements and protocols for cultural inductions for contractors and subcontractors;

- (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;
 - (iv) Identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and
 - (v) Details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol
- (d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.

Advice Note: *Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.*

15 Construction Traffic Management Plan (CTMP)

- (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. In relation to access to Council parks and facilities the objective of the CTMP is also to ensure that there is no loss of service. To achieve this objective, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic;
 - (ii) measures to ensure the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, Council parks and facilities or to manage traffic congestion;
 - (iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;
 - (vi) methods to maintain ~~vehicle~~ access to property and / or private roads for all transport modes where practicable, or to provide alternative access arrangements when it will not be;
 - (vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and
 - (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services).
 - (ix) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.
 - (x) members of the public and stakeholders directly affected by any Construction Traffic Management Plan and adjacent owners and occupiers of land shall be engaged in the preparation of that Plan.
- (c) Should any of the NoRs not be approved in their entirety, and should any individual NoR not be approved, further work must be done on the possible need to increase transport capacity to maintain an adequate level of performance of the remaining NoR projects, and the ability of that additional capacity to be provided within the proposed NoR designations.

16 Construction Noise Standards

- (a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Table 16.1: Construction noise standards

Day of week	Time period	L _{Aeq} (15min)	L _A F _{max}
Occupied activity sensitive to noise			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Other occupied buildings			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

The construction noise standards that apply between 1800 and 0730 on any day may only be exceeded if authorised by a Certified Schedule for works that cannot be completed between 0730 and 1800 for practical reasons such as avoiding unreasonable traffic congestion, or similar. The construction noise standards that apply between 1800 and 0730 may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

(b) Where compliance with the noise standards set out in Table [above] is not practicable, ~~and unless otherwise provided for in the CNVMP as required by Condition 19c)(x),~~ then the methodology in Condition 19 shall apply.

Activities Sensitive to Noise are defined in Chapter J of the AUP

17 Construction Vibration Standards

(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable

Table CNV2 Construction vibration ~~criteria standards~~

Receiver	Details	Category A	Category B
Occupied Activities sensitivetonoise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv

Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 Values Tables 1 and 3 of DIN 4150-3:2016**

** Refer to Waka Kotahi State highway construction and maintenance noise and vibration guide for further explanation regarding Category A and B criteria standards*

*** DIN 4150-3, 2016 Edition, December 2016 - Vibrations in buildings - Part 3: Effects on structures*

***BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*

- ~~(b) Where compliance with the vibration standards set out in Table CNV2 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 19 shall apply.~~
- ~~(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person shall assess and manage construction vibration during those activities.~~
- ~~(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by a Suitably Qualified Person.~~

If measured or predicted vibration from construction activities exceeds the Category A standards, the Requiring Authority shall consult with the affected receivers to:

- (a) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and*
- (b) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.*

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request. If measured or predicted vibration from construction activities exceeds the Category B standards, those activities may only proceed subject to a Certified Schedule.

18 Construction Noise and Vibration Management Plan (CNVMP)

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates;
The objectives of the CNVMP are to:
- (i) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - (ii) Define the procedures to be followed where the noise and vibration standards are not met (following the implementation of the BPO)
 - (iii) Set out the methods for scheduling works to minimise disruption; and
 - (iv) Ensure engagement with affected receivers and timely management of complaints.
- ~~(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:~~
- ~~(i) Description of the works and anticipated equipment / processes;~~
 - ~~(ii) Hours of operation, including times and days when construction activities would occur;~~

- (iii) The construction noise and vibration standards for the project;
- (iv) Identification of receivers where noise and vibration standards apply;
- (v) A hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;
- (vi) Methods and frequency for effective monitoring and reporting on construction noise and vibration;
- (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;
- (viii) Contact details of the Project Liaison Person;
- (ix) Procedures for the regular and effective training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
- (x) Identification of areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and where Schedules may be required. ~~the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.~~
- (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and / or vibration standards [Condition 17] Category A or Category B will not be practicable and ~~where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition 18(c)(x) CNVMP].~~
- (xii) Identification of trigger levels for undertaking building condition surveys, which shall be below Category B standards ~~day time levels~~;
- (xiii) Procedures for undertaking building condition surveys as soon as practicable before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration.
- (xiv) Methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented;
- (xv) Requirements for review and update of the CNVMP.

19 Schedule to a CNVMP

- (a) ~~Unless otherwise provided for in a CNVMP, a~~ A Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:
 - (i) Construction noise is either predicted or measured to exceed the noise standards in Condition 16;
 - (ii) Construction vibration is either predicted or measured to exceed the Category A ~~B~~ standard ~~at the receivers~~ in Condition 17;
- (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and / or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:
 - (i) Construction activity location, start and finish times;
 - (ii) The nearest neighbours to the construction activity;
 - (iii) The predicted noise and / or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 16 and 17 and the predicted duration of the exceedance;
 - (iv) The proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;
 - (v) A summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and
 - (vi) Location, times and types of monitoring.
- (c) The Schedule shall be submitted to the Manager for information certification at least 5 working days ~~(except in unforeseen circumstances)~~ in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP. If any comments are received from the Manager, these shall be ~~considered~~ taken into account by the Requiring Authority prior to implementation of the Schedule;
- (d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and / or occupiers of sites subject to the Schedule prior to submitting the

amended Schedule to the Manager for information in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

19A Noise Levels at Rapid Transit Stations

The Requiring Authority shall ensure that the noise (rating) level from all sources of noise associated with the Kumeu and Huapai Rapid Transit Stations must comply with the noise limits and standards of the zone at the receiving sites. This shall include the noise of vehicles using the station, any mechanical plant and the noise of people at the station when the station is operating at its' design capacity. Except that the noise (rating) level from any public address system at the stations shall comply with noise limits 15dB lower than the limits and standards of the zone at the receiving sites.

20 Historic Heritage Management Plan (HHMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work and submitted to the Manager for certification.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
 - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
 - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
 - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
 - (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
 - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
 - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
 - ~~(x)~~B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
 - ~~(xi)~~C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14; ~~and~~
 - (x) For Huapai Tavern (AUP:OP Schedule 14.1 #00482) ~~and Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483)~~ measures and methods shall be identified to:

- A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the buildings;
 - B. appropriately re-locate the buildings within the ~~footprint of designation~~ its scheduled extent of place in a manner that respects the heritage value of the buildings. The new location must retain a clear visual relationship with both SH16 and the railway corridor, and must have a prominent position near the centre of Kumeū;
 - C. identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building. At a minimum, all pre-1920s sections of the building must be retained; and
 - D. identify long term protection management of heritage elements of the buildings
- (xi) For Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:
- A. appropriately avoid, remedy or mitigate adverse construction effects from the re-location of the building;
 - B. appropriately re-locate the building within the footprint of designation in a manner that respects the heritage value of the building;
 - C. identify long term protection management of heritage elements of the buildings;
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.
 - (d) That the Historic Heritage Assessment and section 92 Addendum report are consolidated and updated to include the level of assessment outlined in the HNZPT Archaeological Guidelines series NO 2 Writing Archaeological Assessments and/or the Waka Kotahi Guideline 1 Historic Heritage Impact Assessment Guide for State Highway Projects templates.

Accidental Discoveries

Advice Note: *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the AUP for “Accidental Discovery” as they relate to both contaminated soils and heritage items.*

The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP [and in the Waka Kotahi Minimum Standard P45 Accidental Archaeological Discovery Specification, or any subsequent version].

21 Pre-Construction Ecological Survey

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
 - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the ~~Identified Biodiversity Area Schedule 2~~ works area are still present
 - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines or any updated version.
- (b) If the ecological survey in (a) above confirms the presence of ecological features of value in accordance with Condition 21(a)(i) or 21(a)(ii) and that effects are likely in accordance with Condition 21(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 22 for these areas (Confirmed Biodiversity Areas).

22 Ecological Management Plan (EMP)

- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (undertaken in Condition 21) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
 - (i) If an EMP is required in accordance with Condition 21(b) for the presence of long tail bats, the EMP may include:
 - a. measures to minimise disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats;
 - b. how the timing of any construction work in the vicinity of any maternity long tail bat

- roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
- c. identifying areas where vegetation is to be retained for the purposes of connectivity of long tail bat;
 - d. details of how bat connectivity (including suitable indigenous or exotic trees or artificial alternatives) will be provided and maintained. This could include identification of areas and timeframes for establishment of advance restoration /mitigation planting taking into account land ownership, accessibility and the timing of available funding;
 - e. where mitigation to minimise effects is not practicable, details of any offsetting proposed.
 - f. A bat sensitive lighting regime shall be included as part of the Bat Management Plan, developed in conjunction with a suitably qualified and experienced Bat Ecologist and a suitably qualified and experienced Lighting Practitioner and provided as part of the detailed Design package to the satisfaction of Auckland Council. The bat sensitive lighting regime shall be based on the recommendations in EUROBATS Publication Series No. 8 – Guidelines for consideration of bats in lighting projects.
 - g. A detailed lighting design shall be prepared, consistent with the Bat Management Plan and provided to the satisfaction of Auckland Council.
- (ii) If an EMP is required in accordance with Condition 21(b) for the presence of threatened or at risk wetland birds, the EMP may include:
- a. how the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
 - b. where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - c. undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction in activity;
 - d. what protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50m of any construction area (including laydown areas). Measures could include:
 - i. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile / laydown area); and
 - v. minimising light spill from construction areas into Wetlands
- (b) The EMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any regional resource consents granted for the Project.

Advice Notes:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- (a) *Stream and / or wetland restoration plans;*
- (b) *Vegetation restoration plans; and*
- (c) *Fauna management plans (e.g. avifauna, herpetofauna, bats).*

23 Tree Management Plan

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.
- (b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified as protected or notable in the Auckland Unitary Plan.

- (c) The Tree Management Plan shall:
- (i) confirm the trees that will be affected by the project work and are identified as protected or notable in the Auckland Unitary Plan; and
 - (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree any tree identified in (i) above. This may include:
 - a. planting to replace trees that require removal (with reference to the ULDM planting design details in Condition 9);
 - b. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - c. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - (iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Attachments

No attachments.

