

**Council Request for further information in accordance with section 92 of the Resource Management Act 1991 in relation to lodged documents for: Notices of Requirement given by Auckland Transport for the Takaanini Level Crossing Project**

<p><b>Notices of Requirement:</b> given by Auckland Transport for the Takaanini Level Crossing Project, which is comprised of two Notices of Requirement:</p>	
<p><b>Notice of Requirement 1</b></p>	<p>The construction, operation, maintenance and upgrade of transport infrastructure on and around Spartan Road, Manuia Road, Manuroa Road and Taka Street which includes:</p> <ul style="list-style-type: none"> <li>• the closure of the existing level crossings at Spartan Road, Manuroa Road and Taka Street,</li> <li>• new bridges with general traffic lanes and walking and cycling facilities across the NIMT railway line at Manuia Road and Taka Street,</li> <li>• new bridges with walking and cycling facilities across the NIMT railway line at Spartan Road and Manuroa Road,</li> <li>• all associated works.</li> </ul>
<p><b>Notice of Requirement 2</b></p>	<p>The construction, operation, maintenance and upgrade of transport infrastructure within the Walters Road area of Takaanini which includes the closure of the existing level crossing at Walters Road, a new bridge with general traffic lanes and walking and cycling facilities across the NIMT railway line at Walters Road as well as local road connections and all associated works.</p>

Further information pursuant to S92 of the RMA for the Takaanini Level Crossing NoRs is requested for the following topics, and the requests are listed in this order:

- Planning and General
- Arboricultural
- Flooding
- Geotechnical
- Landscape Visual
- Parks
- Social Impact
- Traffic
- Urban Design

Further information pursuant to S92 of the RMA is not being requested in relation to the following topics:

- Archaeological and Heritage
- Ecological
- Engineering (General)
- Noise and Vibration

### Planning and General: further information requested

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
<b>Planning and General. Prepared by Joy LaNauze, Senior Policy Planner, Plans and Places, Auckland Council</b>			
P1	All	Please provide a word version of all of the lodged NoR documents (not in protected formatting).	A Word version will assist in the subsequent phases of the assessment of the NoR, including preparation of assessment reports.
P2	Form 18 for NoR1 and NoR2	Please confirm that all the Certificates of Title for the sites subject to the NoRs have been checked. Please advise whether the contents of any of the Certificates of Title for the sites subject to the NoRs would impede the imposition of the NoRs.	To confirm that the sites subject to the NoRs are not subject to legal constraints which would impede the imposition of the NoRs on them.
P3	Form 18 for NoR1 and NoR2	Please confirm the total areas of land being designated for each NoR location.	Appendix B of each Form 18 contains a Schedule of Directly Affected Properties, but the total areas of land being designated for each NoR location have not been provided.
P4	Form 18, Attachment C, Proposed	Please provide further information regarding the reasons why certain management plans and schedules to	Proposed Condition 8 'Management Plans' exempts submission of the Stakeholder Communication and Engagement Management Plan and Construction Noise and Vibration Management Plan Schedules from

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
	Conditions 7 and 8 for NoR1 and NoR2	management plans are proposed to be exempt from forming a part of the Outline Plan.	being submitted as a part of an Outline Plan pursuant to s.176A. It is not apparent from the AEE why these management plans should be exempt from forming a part of the Outline Plan.
P5	Form 18, Attachment C, Proposed Conditions for NoR1 and NoR2	Please provide further information regarding the intended purpose of proposed Condition 1 in relation to the requirement that works be undertaken in general accordance with the 'Concept Plans' in Schedule 1, when those concept plans only identify the 'Designation boundary and provide no details of the concept design (which are shown on the General Arrangement drawings).	<p>Proposed Condition 1 reads (in part):</p> <p><i>(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 following in Schedule 1:</i></p> <p><i>(i) the Project Description; and</i></p> <p><i>(ii) Concept Plans.</i></p> <p>Schedule 1 of Form 18 for each of NoR 1 and NoR 2, says that the proposed works are shown in the Concept Plans and lists the works that are purportedly shown in the Concept Plans. However, the only information contained in the 'Concept plans' in Schedule 1 of each of the two Form 18s are plans that outline the designation boundary. The Concept Plans do not show the proposed works listed (e.g. embankments, retaining walls, culverts, stormwater management systems etc). Those works are shown on the Design Drawings in Volume 3 for each NoR, as General Arrangement drawings.</p>
P6	Form 18, Attachment C,	Please confirm that the "project description" that Condition 1 refers to is	Proposed Condition 1 for each of NoR 1 and NoR 2 refers to "the Project Description". However, Schedule 1 for each of NoR 1 and NoR

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
	Proposed Condition 1 for NoR 1 and NoR 2	contained in Schedule 1 and identify which part of Schedule 1 is “the project description”.	2 does not contain any heading or subheading using that term, and it is not readily apparent which part of the content is intended to be ‘the project description’.
P7	Form 18, Attachment C, Proposed Condition 3 for NoR 1 and NoR 2	Please provide further information as to why proposed Condition 3 for land use integration is limited to ‘Developer’ and ‘Development Agency’ as defined in the Proposed Conditions.	<p>Condition 3 for each of NoR 1 and NoR 2 is for a Land use Integration Process that provides that at any time prior to the Start of Construction, a nominated contact will be available to engage with a Developer or Development Agency. The term ‘Developer’ is defined in the ‘Abbreviations and definitions’ section of the proposed Conditions as:</p> <p style="text-align: center;"><i>“Any legal entity that intends to master plan or develop land adjacent to the designation”.</i></p> <p>Development Agency is defined in the Condition as:</p> <p style="text-align: center;"><i>“Public entities involved in development projects”.</i></p>
P8	Form 18, Attachment C, Proposed Condition 12 Advice Note for NoR 1 and NoR 2	Please provide further information as to the effects of the proposed Advice Note in proposed Condition 12. Please provide further information that identifies how the ‘corridor widening’ purpose of the NoR is not ‘road widening’ as that	<p>The Advice Note located at the end of proposed Condition 12 for each of NoR 1 and NoR 2 reads:</p> <p style="text-align: center;"><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. 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</i></p>

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
		<p>term is used in the Definition of front yard in the AUP:OP.</p>	<p><i>required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p> <p>It is understood that the intention of this advice note is to minimise the extent to which new development or redevelopment of sites has front yards larger than necessary, particularly for situations where land within a designation is no longer needed for construction or operations of the public work. However, it is not clear that the NoR is not, at least in part, for the purpose of 'road widening'. Form 18 for each of NoR 1 and NoR 2 states that:</p> <p><i>The purpose of NoR ...is consistent with the activities outlined above. In general terms, the activities to be enabled by the designation include <b>corridor widening...</b>" (emphasis added).</i></p> <p>Further information explaining how 'corridor widening' is not 'road widening' is needed, so as to understand the effect of the proposed Advice Note. Road is defined in the RMA as having the same meaning as s.315 of the Local Government Act 1974. There is no definition of 'road corridor' in the Local Government Act 1974. The following definition of road, which says that 'road' is 'road corridor' or 'road reserve' was accessed on Auckland Transport's website on 20 October 2023 <a href="https://at.govt.nz/about-us/working-on-the-road">https://at.govt.nz/about-us/working-on-the-road</a></p> <p><i>Road definition</i></p> <p><i>The road (road corridor or road reserve) is defined as the area from the private property boundary on one side to the property boundary on the other. This</i></p>

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
			<p><i>includes the berm (grass verge), footpath and carriageway.</i></p> <p>It is also not clear what this advice note will mean for the eventual proximity of new development or redevelopment of sites in relation to the edge of the widened road corridor, if the extent to which the designations provided for by the Takaanini NoRs affects frontages is disregarded when front yard setbacks are being determined for that new development and redevelopment of those sites. Further explanation of the intent and anticipated outcomes from the advice note is needed.</p>

**Arboricultural: further information requested**

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
<b>Arboricultural Impacts. Prepared by Leon Saxon of Arborlab</b>			
ARB1	Assessment of Arboricultural Effects - General	Please consider separating the groups Group 8 and Group 16 into separate trees. Identify these on the Tree Location Maps. If these are updated, ensure that the Schedules at the back of the Form 18 documents identifying trees to be included in the Tree Management Plans are also updated.	<i>The trees in group 8, whilst located in near proximity to each other do not form a logical 'group' as they are different species of various sizes. Similarly, Tree group 16, whilst being the same species, they are more of a line of trees, of varying sizes, which should be considered separately.</i>
ARB2	Assessment of Arboricultural Effects - Appendix B – Tree Location Maps	Manuia Road – A large Oak tree located at 2R Chalen Close isn't identified in the report. Please include details of this tree as it is potentially affected.	<i>To ensure that the tree is identified for future reference and considered at the detailed design stage.</i>
ARB3	Assessment of Arboricultural Effects – 4.3.3	At section 4.3.3 of the report, it is recommended that if the two notable oak trees do have to be removed, that the canopy of the trees be calculated, with the new plantings to either replicate	<i>To ensure that sufficient mitigation is offered for removal of notable trees.</i>



Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
		or improve on the area of canopy lost (in square metres). In what timeframe is it proposed to replicate the square meterage of canopy lost? How would the mitigation planting be separated from the overall mitigation planting?	
ARB4	Assessment of Arboricultural Effects – Executive Summary	<p>It is stated that ‘Mitigation measures commensurate with the anticipated effects on the environment from impacts on protected trees have been considered, with the aim of avoiding, remedying and mitigating effects on trees.</p> <p>What specific measures have been put in place to ensure that sufficient replacement planting is undertaken commensurate to the tree removal undertaken?</p>	<i>To understand how mitigation planting sufficiently mitigates tree loss.</i>
ARB5	Assessment of Arboricultural Effects –	It is stated that “Opportunities for replanting within berms of the proposed cross section and land that may no longer be required post-construction	<i>To clarify the intent of the paragraph.</i>

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
	Executive Summary	<p>provides significant mitigation of effects arising from tree removal associated with the project.”</p> <p>Is this sentence supposed to mean, significant 'potential' for mitigation?</p>	

**Flooding: further information requested**

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
<b>Flooding Impacts. Prepared by Trent Sunich of 4Sight Consulting</b>			
F1	Assessment Of Flooding Effects	<ul style="list-style-type: none"> <li>• Can you please list the properties and habitable floors which are already subject to flooding and therefore will be subject to the proposed performance related condition of no increase in flood levels.</li> <li>• Are there any further properties (all types) which would be subject to triggering the floor flooding related performance conditions.</li> </ul>	Understanding floor flooding
F2	Assessment Of Flooding Effects	Can you please describe in what form the flood offset storage may be constructed in (e.g. surface depression, tank etc) and the quantum of volume offset to confirm construction feasibility.	Land availability is limited so would be helpful to understand to inform assessment and reporting.

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
F3	Assessment Of Flooding Effects	The approach to assessing flood risk associated the various NoR alignments has been to utilise council flood hazard models (with future MPD and climate change scenarios) without the various NoR terrain/alignments in place. Can you please explain the suitability of this approach in assessing flood risk versus consequence relative to a pre and post development approach where changes in flood depth and /or extent can be identified in a flood hazard assessment and assessed accordingly as part of the NoR processing.	Suitability of assessment method.

**Geotechnical: further information requested**

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
<b>Geotechnical. Prepared by Pat Shorten, Fraser Thomas Limited</b>			
G1	NoR 2 AEE Appendix A Assessment of Alternatives 9.2 page 62	<p>Please provide a copy of the following documents, which are referred to in the Assessment of Alternatives Report and relate to NOR 2:</p> <ul style="list-style-type: none"> <li>• Reports from Riley Consultants Limited dated 16 May 2023 outlining an alternative underpass design ('the first TG underpass') developed for the Walters Road location;</li> <li>• Two reports by Coffey Geotechnics NZ Limited from 2011 and 2012, documenting ground investigations undertaken for the 30 Walters Road site.</li> </ul>	Given that the sites are known to be underlain by highly compressible organic soils and soft sediments, there is a risk that construction of any proposed crossing structures will result in adverse effects on the environment
G2	NoR 1 AEE	Please provide copies of the source data that was used to assess the ground conditions at the NOR 1 sites (Spartan Road, Manaia Road, Manuroa	Given that the sites are known to be underlain by highly compressible organic soils and soft sediments, there is a risk that construction of any

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
		Road and Taka Street), including a copy of any reports or maps.	proposed crossing structures will result in adverse effects on the environment
G3	NoR 1 and NoR 2 AEE / Form 18	Please provide typical sections across the conceptual bridge/embankment/retaining structures, to demonstrate the relationship between the physical geometry and the proposed designation boundaries on each side of the structures	To demonstrate the relationship between the physical geometry and the proposed designation boundaries on each side of the structures

## **Landscape Visual: further information requested**

### **Contents**

Landscape Assessment – LA4 Landscape Architects Limited

### **Scope of Assessment**

The landscape matters outlined below are based on the two landscape assessments – ‘Assessment of Landscape, Natural Character, and Visual Effects’ report (**Original LVA**) and ‘Supplementary Assessment of Landscape and Visual Effects’ report (**Supplementary Assessment**) contained within Volume 4, prepared by Te Tupu Ngātahi Supporting Growth and received by Auckland Council on 16 October 2023.

This report assesses the completeness and adequacy of the information provided by the applicant within the Original LVA and Supplementary Assessment in relation to landscape character and visual amenity matters. Specifically, the focus of this report is to assess the completeness and adequacy review of the information provided by the applicant in relation to landscape character and visual amenity effects of the Project including:

- i) identifying the fundamental gaps
- ii) checking the fundamental facts (as opposed to opinions)
- iii) confirming sufficient detail is provided

This report does not contain any recommendation on whether or not the Project should be approved or declined by the decision maker.

### **Information Reviewed**

The following documents were referenced in the preparation of the technical review.

- 02\_Takaanini Level Crossings - NoR 1 Form 18
- 03\_Takaanini Level Crossings - NoR 2 Form 18
- 04\_TLC - AEE - Final for lodgement – 13.10.2023
- 05\_TLC - AEE - Appendix A - Assessment of Alternatives – Final for lodgement – 13.10.2023
- 06\_TLC - General Arrangement Plan - NoR 1 – Final for lodgement
- 07\_TLC - General Arrangement Plan - NoR 2 – Final for lodgement

- 13\_TLC - Assessment of Landscape, Natural Character, and Visual Effects - Final for lodgement – 13.10.2023
- 14\_TLC - Assessment of Landscape, Natural Character, and Visual Effects - Appendix A – Final for lodgement
- 15\_TLC - Supplementary Assessment of Landscape and Visual Effects - Final for lodgement – 13.10.2023
- 16\_TLC - Supplementary Assessment of Landscape Effects – Appendix A - Part 1
- 17\_TLC - Supplementary Assessment of Landscape Effects – Appendix A - Part 2

A site visit of the Project areas and investigations of the wider environs was undertaken on 27 April 2023. The Original LVA and Supplementary Assessment have been reviewed to determine whether the information supplied is sufficient to enable a clear understanding of the landscape character and visual amenity effects of the Project.

### **Technical Review**

The assessment was reviewed to determine whether it contained the following information:

- Identification and description of the nature of the Project
- Assessment methodology in accordance with Te Tangi A Te Manu Aotearoa New Zealand Landscape Assessment Guidelines, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.
- Description of the site and existing landscape and urban character and visual amenity values of the surrounding environment
- Review of the relevant statutory planning context
- Identification of the visual catchment and viewing audiences
- Representation of the nature of the proposed development – plans/sections/graphics
- Identification of anticipated landscape character and visual amenity effects
- Assessment of landscape character and visual amenity effects
- Identification of the areas of public concern, key visual amenity and landscape character issues, and issues arising out of the relevant statutory documents
- Identification of the proposed landscape and visual mitigation approach, options considered and recommendations



- Conclusions – does the overall conclusion reflect the findings of the Original LVA and Supplementary Assessment and are the identified public concerns and issues resolved.

Issue identifier	Reference	Further Information Requested	Reasons for further information request
<b>Landscape Matters – LA4 Landscape Architects Limited</b>			
<b>LA1</b>	<b>Landscape Assessments</b>	<p>Clarification on the reasoning behind the two landscape assessments.</p> <p>Ideally a single landscape assessment report should be prepared for clarity and to avoid confusion for the public and potential submitters. The assessment should include the base content, outlining the key aspects of the proposal, and providing a number of assessment conclusions and mitigation measures in accordance with Te Tangi A Te Manu Aotearoa New Zealand Landscape Assessment Guidelines, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.</p>	<p>Two landscape assessments have been lodged, prepared by different authors - the Assessment of Landscape, Natural Character, and Visual Effects Report (<b>Original LVA</b>) prepared by WSP and the Supplementary Assessment of Landscape Effects Report (<b>Supplementary Assessment</b>) prepared by the Isthmus Group.</p> <p>The AEE states that these assessments holistically consider the actual and potential effects associated on natural character, landscape character and visual effects associated with the construction and operation of the Project and recommend measures to mitigate these effects.</p> <p>The AEE states that both assessments should be read alongside one another, with the Supplementary Assessment building on the assessment undertaken in the Original LVA. The Supplementary Assessment was prepared following the Original LVA, and uses it as base content.</p> <p>This is very confusing and makes it difficult for the public to follow – especially as the Supplementary Assessment states in Section 1 - Introduction:</p> <p><i>‘Specifically, it forms a supplementary assessment to the original landscape assessment (<b>Original LVA</b>) report prepared for the TLC Project, written by WSP.</i></p>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
			<p><i>This report uses the original LVA report as the basis for providing base content, outlining the key aspects of the proposal, and providing a number of assessment conclusions. This Report should be read alongside that original LVA report and is supplementary to it.</i></p> <p>The Supplementary Assessment focuses on and provides a level of effect for landscape character and visual amenity effects only (as opposed to the Original LVA which also provides a separate level of effect for 'natural character').</p> <p>The two landscape assessments prepared by different authors utilising slightly differing methodologies make it extremely difficult for the public to understand the extent of landscape character and visual amenity effects of the Project. Differences in effects ratings further exacerbates the issue.</p> <p>In terms of Construction Effects and Operational Effects of the Project the Original LVA assesses:</p> <ul style="list-style-type: none"> <li>▪ Landscape Effects</li> <li>▪ Natural Landscape Effects</li> <li>▪ Visual Amenity Effects</li> </ul> <p>These effects are considered 'before mitigation' and 'after mitigation'.</p> <p>The Supplementary Assessment assesses:</p> <ul style="list-style-type: none"> <li>▪ Landscape Character Effects</li> <li>▪ Visual Amenity Effects</li> </ul> <p>While it is acknowledged that with expert assessments there can be some differences in the assessment undertaken and</p>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
			conclusions provided, it would be useful if this was outlined fully for the public to understand.
LA2	Effects Ratings	Clarification as to which landscape character and visual amenity effects ratings should be favoured and the reasoning behind the differences.	<p>The Supplementary Assessment states in Section 1 – Introduction:</p> <p><i>As can be expected with expert assessments, there are some differences in the assessment undertaken and conclusions provided and these are outlined in the assessment below. Where matters are agreed, these are also outlined in this Report.'</i></p> <p>The visual amenity effects ratings for the <b>construction</b> stage of the Project differ between the two assessments for:</p> <ul style="list-style-type: none"> <li>▪ Manuia Road</li> <li>▪ Walters Road</li> </ul> <p>The visual amenity effects of the Original LVA for the construction stage of the Project are assessed as <b>very low to moderate-high adverse</b>. The visual amenity effects in the Supplementary Assessment are rated as <b>low to moderate-high adverse</b>.</p> <p>The landscape character and natural landscape effects of the Original LVA for the construction stage of the entire Project are assessed as <b>low</b> and <b>very low</b>. The landscape character effects in the Supplementary Assessment for each specific Project area are rated as <b>low to moderate adverse</b>.</p> <p>The visual amenity effects ratings for the <b>operational</b> stage of the Project differ between the two assessments for:</p> <ul style="list-style-type: none"> <li>▪ Spartan Road</li> </ul>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
			<ul style="list-style-type: none"> <li>▪ Manuia Road</li> <li>▪ Walters Road</li> </ul> <p>The visual amenity effects of the Original LVA for the operational stage of the Project are assessed as <b>very low to low-moderate adverse</b>. The visual amenity effects in the Supplementary Assessment are rated as <b>very low to moderate adverse</b>.</p> <p>The landscape character and natural landscape effects of the Original LVA for the operational stage of the entire Project are assessed as <b>low</b>. The landscape character effects in the Supplementary Assessment are rated as <b>very low to moderate</b>.</p> <p>These inconsistencies make it difficult for the public to understand the potential effects of the Project. I note the AEE adopts the effects ratings within the Supplementary Assessment.</p> <p>As outlined in the Supplementary Assessment there are differences in the assessment undertaken and conclusions provided.</p> <p>In terms of Construction Effects and Operational Effects of the Project the Original LVA assesses:</p> <ul style="list-style-type: none"> <li>▪ Landscape Effects</li> <li>▪ Natural Landscape Effects</li> <li>▪ Visual Amenity Effects</li> </ul> <p>These effects are considered 'before mitigation' and 'after mitigation'.</p>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
			<p>The Landscape Effects and Natural Landscape Effects are assessed in terms of the overall NoR's and not each specific Project area.</p> <p>The Supplementary Assessment assesses:</p> <ul style="list-style-type: none"> <li>▪ Landscape Character Effects</li> <li>▪ Visual Amenity Effects</li> </ul> <p>in terms of each specific Project area.</p> <p>The key difference between the Original LVA and the Supplementary Assessment is in reference to natural character. The Original LVA provided a description of the existing environment and an assessment of the natural and biophysical elements and attributes under 'natural character'.</p> <p>The Supplementary Assessment considers that this is an incorrect way to reference and provide natural character evaluation and assessment. While the Supplementary Assessment concurs that the natural and biophysical environment is a critical component of landscape assessment under the RMA, natural character is to be evaluated in relation to Section 6(a). In this context, the respective Project areas sit within a highly modified urban environment (which is subject to planning provisions which enable future intensification) and these sites and the wider context do not possess attributes or characteristics which warrant an assessment of natural character. The Supplementary Assessment therefore concludes that effects on natural character are assessed to be <b>nil</b>.</p>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
<b>LA3</b>	<b>Likely Future Environment</b>	<p>Commentary should be provided on the visual amenity effects of the Project on the residential audience in cognisance that the likely future environment could take some time to be fully intensified.</p> <p>While a change to the character of the area is anticipated over time, what are the likely effects on the viewing audience prior to intensification particularly for the adjacent residential properties in in Manuia Road, Oakleigh Avenue, Manuroa Road, Portrush Lane, Taka Street, Walters Road and Braeburn Place.</p>	<p>The Supplementary Assessment makes reference to the likely future land uses and the urban setting as anticipated by the AUP-OP, MDRS and PC78 and assesses the potential landscape character and visual amenity effects against this environment. The assessment notes in 3.6:</p> <p><i>‘The visual assessment of each Project area is therefore an exercise intended to provide an indication of the level of effect based on the likely future environment. Photographs captured during the site visit provide visual representation of the existing environment (at the time of capture) with the likely future environment illustrated within the supporting maps and described within this report.’</i></p> <p>While the likely future environment is an important consideration in a landscape assessment, I consider the Supplementary Assessment is putting too much weight on the potential uptake of intensification enabled by the AUP-OP, MDRS and PC78 as a mitigating effects for large-scale infrastructure associated with the Project. While up zoning of areas in proximity to the Project will enable intensification, there are still likely to be areas that will remain at lower density levels. Recent builds are unlikely to be demolished in favour of intensification.</p> <p>The Original LVA makes reference to:</p> <p><i>‘It is an environment that is highly modified from its natural state and possesses little to no high-value landscape, natural character, or visual amenity values.’</i></p>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
			I am unsure how conducive this environment would be to greater intensification.
<b>LA4</b>	<b>Conditions</b>	Incorporation of more site specific and prescriptive mitigation measures into proposed Designation Condition 12 – Urban and Landscape Design Management Plan particularly in regard to the design and detaining of bridges and structures, bridge undercrofts and integration of the structures into the surrounding urban landscape context.	<p>The Supplementary Assessment recommends that the preparation of an Urban and Landscape Design Management Plan (<b>ULDMP</b>) is a condition on the respective designations and should include a number of measures to mitigate potential landscape character and visual amenity effects. These measures are outlined under Section 5.4.</p> <p>Proposed Designation Condition 12 – Urban and Landscape Design Management Plan contains fairly generic conditions. I consider the mitigation measures outlined in Section 5.4 are more prescriptive and site specific and should be incorporated into the ULDMP conditions, particularly in regard to bridges and structure, bridge undercrofts and integration of the structures into the surrounding urban landscape context.</p>
<b>LA5</b>	<b>Visualisations</b>	Inclusion of Figures 10.4 – 10.7 in the Supplementary Assessment and additional visualisations/massing of the Project, particularly in relation to adjacent residential properties.	<p>Indicative visualisations of the Project are included in Figures 10.4 – 10.7 of the AEE in Volume 2 of the lodgement package. Appendix A of the Original LVA – Supplementary Maps and Viewpoint Photographs includes viewpoint photographs illustrated with the horizontal and vertical extent of the designation.</p> <p>While these are of assistance, for a Project of this nature and scale, it would be useful if additional visualisations were prepared for the public to fully gain an understanding of the potential effects of the Project and in particular in relation to the adjacent residential properties in in Manuia Road,</p>

Issue identifier	Reference	Further Information Requested	Reasons for further information request
			Oakleigh Avenue, Manuroa Road, Portrush Lane, Taka Street, Walters Road and Braeburn Place.



**Parks: further information requested**

Issue identifier	Location	Category of information	Specific Request/comment	Reasons for request
<b>Parks matters – Andrew Miller, CoLab Planning</b>				
P1	Assessment of Flooding Effects	Flood Hazard	Provide comment on the impacts of flooding on parks	We would be appreciative if the flooding report can provide comment on the impacts on parks.
P2	Form 18 Condition 13	Flood Hazard	Add a statement to condition 13 (a) to say that the level of risk to public parks from 1% AEP flood and OLFP must not be increased and a report must be produced proving it when the OPW is lodged.	An update to the outline plan conditions relating to the impact on parks is recommended.

**Social Impact: further information requested**

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
Social Impacts. Prepared by Rebecca Foy of Formative			
SIA1	Social Impact Assessment, Section 4.1.3 Geographical social areas of influence and Appendix D	Please explain why the SA2 ('suburbs') of Conifer Grove East and Conifer Grove West have not been acknowledged in the text as being in the social areas of influence, despite them being included in Figure 4.3. Demographic details are also missing for those two areas in Appendix D.	Needs to be provided and acknowledged for completeness.
SIA2	Social Impact Assessment Sections 6.3 and 6.5	Please provide evidence of the 'Planning Management Strategies' being encompassed in the Conditions (NoR 1 Form 18 and NoR 2 Form 18), or explain what certainty there is that these mitigation measures will be adopted if they are not included in the conditions.	<p>The SIA specifies that a range of Planning Management Strategies can be used to help mitigate social impacts, including:</p> <ul style="list-style-type: none"> <li>• Development Response Plan</li> <li>• Community Health and Wellbeing Strategy</li> <li>• Property and Management Strategy</li> <li>• Good Neighbour Policy</li> </ul> <p>However, these strategies do not appear to be incorporated into the proposed conditions.</p>

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
			Having the suggested strategies incorporated into conditions will provide more certainty to the community (households and businesses) about whether they will be able to express their opinions about the project and have appropriate responses. It would be helpful to understand how these strategies differ from the Stakeholder and Community Engagement Plan conditions if they are to be incorporated as described in the SIA.
SIA3	Social Impact Assessment Appendix E	<p>Please clarify colour coding of some impacts (all coded as negative, but likely to be positive or text states positive):</p> <ul style="list-style-type: none"> <li>• “Certainty about future development of the transport network...” (p42)</li> <li>• “Increased personal safety as a result of less anti-social behaviour...” (p50)</li> <li>• “Potential positive impacts and aspirations associated with perceived investment... (p52)</li> <li>• “Potential positive impacts associated with excitement and</li> </ul>	The colour coding applied appears counter intuitive, making interpretation of the effects assessed not clear.

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
		<p>anticipation of improved safety..." (p52)</p> <ul style="list-style-type: none"> <li>• "Construction employment opportunities for skilled workforce..." (p52)</li> <li>• "Increased business activity as a result of construction workforce..." (p52)</li> <li>• "Increased demand for goods and services... (p52).</li> </ul>	
SIA4	Social Impacts Assessment Appendix E	<p>On page 48, the point that starts with "potential changes to community character and people's sense of place and belonging" mentions Puhinui Train Station. Please clarify whether this should refer to Takaanini Train Station.</p> <p>There is a similar issue on p65.</p>	Clarification for certainty.
SIA5	Social Impact Assessment	Please describe how the PWA works to help compensate property owners and	The PWA is described as a mitigation measure, but to assess the merits of the proposal and the effectiveness of the PWA as a mitigation measure it will be important to understand:

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
		others for loss of properties and disruption.	<ul style="list-style-type: none"> <li>• How easy is it for people to sell their properties earlier than the lapse period?</li> <li>• What is the process for seeking compensation – is it relatively easy for people unaware of the processes?</li> <li>• Is specialist assistance (e.g. legal) required?</li> <li>• Are there costs that landowners would need to cover that are not covered through the PWA process which may make it difficult for some landowners to engage in the process?</li> <li>• Does compensation occur relative to a baseline prior to the NoRs being proposed, or are compensated values necessarily relative to values after the NoRs are public knowledge?</li> </ul>
SIA6	Social Impact Assessment and NoR 1 Form 18 and NoR 2 Form 18	Please provide some assessment of the likely social effects of having a 15 year designation on your property which is not required? (relates to Condition 4 Designation Review)	Understanding these effects is an important part of assessing the overall social effects of the proposal.
SIA7	Assessment of Transport	Please provide information about the level of engagement that has already occurred in relation to the loss of on-site	The Transport Assessment assumes that the loss of 273 onsite parking spaces in total will not have significant impacts on existing businesses and is aligned with the NPS-UD removal of parking minimum requirements. Yet, the SIA indicates that parking (both on-site and on-

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
	Effects Section 6.9 Parking	carparking with existing businesses and social facilities in the project area.	<p>street for overflow) is important for some key businesses, including Best Start Manuroa Road, Takaanini Care Centre (Taka Street), and Amber Learning Centre (Taka Street).</p> <p>It is also likely that parking is important for other businesses, commercial centres and social infrastructure within the Project area, and a loss of parking may affect the ease of access to commercial premises and social infrastructure such as parks and churches.</p> <p>What are the likely social effects of removing carparking both on-site and on-street close to these activities? Has any engagement already occurred to understand the likely effects? What other social effects may arise from loss of on-site and on-street parking? When is an appropriate time in the project to understand these effects, i.e. is after construction acceptable, as indicated in the Transport Effects Assessment?</p>

**Traffic: further information requested**

Issue identifier	Location	Category of information	Specific Request	Reasons for request
<b>Traffic matters – Progressive Transport Solutions Limited</b>				
T1	Network Performance	Operational Effects	Provide an explanation as to how Manuia Road will be able to accommodate the forecast traffic volumes outlined in Table 28 where these volumes exceed the capacity outlined in Table 30.	TAR Section 6.4.1 presents tables for the forecast east-west capacities with and without the Project (Table 30). Whilst not stated in the table, it is assumed that the capacities are for a single direction only. Table 28 summarises forecast daily traffic on the three corridors that will be open to traffic. For Manuia Road, the forecast 2048+ daily traffic volumes in Table 28 for Manuia Road considerably exceed the daily link capacities in Table 30 allowing for a doubling of the capacity quoted in the table for two way operation. This suggests that there would be insufficient capacity to accommodate the future forecast east-west flows on Manuia Road. Furthermore the capacity of the link may be limited by the operation of the intersections at either end.
T2	Network Performance	Operational Effects	Provide clarification as to whether the figures in Table 28 or Table 31 are correct or an explanation as to why these figures differ.	TAR Table 31 presents a summary of east-west demands with the project. The daily traffic in this table differs for Taka Street and Walters Road compared to the figure in Table 28.
T3	Network Performance	Operational Effects	Provide further details and assessment to support the statement that traffic reduces on key routes (such as Porchester Road, Alfriston Road and Great South Road) that would result in	TAR Section 6.4.2 provides details of forecast reduced journey times and states that the project will divert traffic from alternative routes such as Porchester Road, Alfriston Road and Great South Road and that this will benefit the FTN. However, the link plot in Figure 37 shows that the primary changes are in the roads immediately surrounding the Project with little or no change on the roads listed above. Furthermore,

Issue identifier	Location	Category of information	Specific Request	Reasons for request
			improvements for the FTN, with particular regard to the potential for motorists to use alternative routes to reach SH1 via the Hill Street interchange due to congestion at the SH1 / Great South Road interchange.	TAR Section 6.4.3 highlights that increased accessibility to the SH1 motorway will result in increased queues and delays for motorists travelling to SH1 and that motorists “ <i>will have a choice to use alternative routes to access SH1 such as the Hill Road / SH1 on-ramp.</i> ” This could result in traffic using routes used by the FTN (including Porchester Road, Alfriston Road and Great South Road) and thus limit the claimed benefit for the FTN.
T4	Network Performance	Operational Effects	Provide an assessment of the overall change in delays / journey times due to the project for the AM, inter and PM peaks, including traffic travelling through the SH1 / Great South Road motorway interchange.	TAR Section 6.4.3 shows that there are delays to traffic accessing the motorway in the northbound direction. The forecast delay in the AM peak of up to 2.8 minutes by far exceeds the reported journey time savings in Table 32. Based on this data, it is not possible to understand the overall effect the Project will have on the wider network journey times and delays; delay benefits to journeys using the east-west connections quoted in the TAR for the project may be outweighed by the increased journey times due to the effects on the adjacent road network, in particular the northbound SH1 on-ramp and the intersections to the north.
T5	Network Performance	Operational Effects	Taking into account the underestimation of the congestion in the model in relation to the SH1 interchange and on-ramps, provide an assessment of the effects of the increased accessibility to SH1 on the local road network (including Great	TAR Section 6.4.3 states that there would be increased accessibility to SH1 and that there would be increased queues and delays that would need to be managed via the ramp signals and signals on Great South Road. It also states that “ <i>the model does not fully depict the congestion in the left lane [for turning onto the motorway] ... Hence, there is a greater negative effect on the left lane in the peak periods.</i> ” Therefore the effects of the proposals appear to be underestimated and rely on the ability of the ramp signals to manage traffic flows. The



Issue identifier	Location	Category of information	Specific Request	Reasons for request
			South Road), and provide details of possible mitigation measures.	ramp signals are used to restrict traffic entering the motorway to manage the mainline motorway traffic flow and would not be able to mitigate the effects on the local road network approaching the SH1 / Great South Road interchange as they would simply restrict additional traffic flow onto the motorway.
T6	Network Performance	Operational Effects	Provide an assessment of the overall congestion and emission benefits taking into account the operation of the wider network with the Project, including the delays highlighted at the SH1 / Takanini interchange.	TAR Section 6.4.5 on VKT states that the small reduction in VKT will have benefits in terms of reduced congestion and emissions. As per issues T3, T4 and T5, the increased delays forecast on the motorway in the AM peak may offset the claimed congestion and emission benefits.
T7	Network Performance	Operational Effects	Please provide details of the change in travel time for pedestrians and cyclists with the Project compared to without the Project for Spartan Road and Manuroa Road taking into account increased walking / cycling distances with the long ramps with the Project and the effects of wait times for barriers without the Project.	TAR Section 6.7 outlines the benefits for pedestrians and cyclists. It highlights the increased walking distance required for these users with the active mode bridges at Manuroa Road and Spartan Road compared to using the at grade crossings. The additional travel time for pedestrians and cyclists has not been reported with the Project noting that with the Project all pedestrians and cyclists would be subject to increased travel distance to negotiating bridges etc. compared to the at grade crossings. Without the Project, not all pedestrians / cyclist would be subjected to delays when the barriers are down.

Issue identifier	Location	Category of information	Specific Request	Reasons for request
T8	Spartan Road	Operational Effects	Confirm that delays associated with intersections have been included in the assessment of the additional journey times for vehicles using the proposed diversion route via Manuia Road, including additional movements through the SH1 Takanini Interchange. A breakdown of the calculation of the delays would be useful.	TAR Section 7.1.3.1 summarises travel times for the diversion of trucks via Manuia Road rather than the U-turn when exiting Spartan Road to travel north on Great South Road. It is not clear if the additional delays associated with an additional movement through the SH1 / Takanini Interchange has been taken into account.
T9	Spartan Road	Operational Effects	Provide a breakdown of how the forecast additional journey time for vehicles travelling between the eastern and western sides of Spartan Road (and vice versa) with the Project has been calculated.	TAR Section 7.1.3.2 summarises additional journey times for local access. Additional journey times seem low considering the additional number of traffic signal intersections that vehicles would need to negotiate. E.g. to access the western end of Spartan Road from east of the NIMT, a vehicle would need to negotiate effectively three traffic signal intersections (Great South Road / Manuia Road, SH1 / Takanini Interchange southern signals and the Great South Road / Spartan Road signals). Considering the possible delays associated with these intersections and the journey time associated with the increased travel distance, the 2 minute journey time appears low.
T10	Manuia Road	Operational Effects	Review the traffic turning volumes used in the SIDRA modelling analysis for the Manuia Road / Great South Road intersection for	The SIDRA modelling output in Appendix B for the Great South Road / Manuia Road shows only 2 vehicles in both the inter and PM peaks making the right turn movement from Great South Road southern leg to Manuia Road. Taking into account the observed existing high right

Issue identifier	Location	Category of information	Specific Request	Reasons for request
			<p>all time periods, and in particular the right turn volume from Great South Road to Manuia Road. Traffic modelling should be updated if the traffic volumes are changed and comment provided on the resulting performance of the intersection.</p>	<p>turn demand at Manuroa Road and that vehicles will be making this turn to access the industrial areas of Takanini (including Spartan Road) it is considered that this number is significantly underestimated. An increase in this traffic volume will impact on the operation of other conflicting movements at the intersection.</p>
T11	Manuroa Road, Taka Street	Operational Effects	<p>Provide an explanation why the LCSS risk score and rating improve in the future if there are no changes to the level crossings at Manuroa Road and Taka Street.</p>	<p>TAR Sections 7.3.2 and 7.4.2 state that the LCSS risk rating for the level crossings at Manuroa Road and Taka Street improve in the future. Given that there are no changes planned for the crossing without the Project and the frequency of trains will increase and demand for pedestrians to cross may also increase with development in the area, the improvement in the LCSS risk rating appears counter intuitive.</p>
T12	Manuroa Road	Layout of turning head east of NIMT	<p>Provide details of alternatives considered for the design of the cul-de-sac arrangement on the eastern side of the NIMT for Manuroa Road to demonstrate that encroachment onto the property on the northern side of Manuroa Road cannot be avoided.</p>	<p>The design of the turning head for the Manuroa Road cul-de-sac east of NIMT is such that the turning head is centred about the existing centre line of the road. This results in significant land take from the property on the northern side of Manuroa Road. An asymmetrical arrangement for the cul-de-sac turning head, as provided west of the NIMT, may avoid or reduce the land take required.</p>

Issue identifier	Location	Category of information	Specific Request	Reasons for request
T13	Taka Street	Construction Effects	Provide justification as to why the assessment in Section 5.3.1 concludes that there are no significant adverse effects on freight when there are high additional travel times on Manuia Road bridge in Construction Scenario 2a.	TAR Section 5.3.1 outlines for construction Scenario 2a that the effect of traffic being diverted on to the Manuia Road bridge has the potential for travel times to be quite significant (additional delays of 180 seconds (3 minutes)), and that freight would be mixed with general traffic which is not desirable. Nevertheless it is concluded that there is no significant adverse on freight. The additional delays would be significant for freight.
T14	Taka Street	Construction Effects	Provide clarification as to the connections that are required to mitigate the traffic effects during construction of Taka Street.	TAR Section 5.3.3.1 provides recommendations as to the roads that would need to be open to mitigate the effects of the construction of the Taka Street bridge. It is not clear what is being recommended in the second bullet of the conclusion, i.e. where it states that at least three connections are provided, is this recommending that both Spartan Road and Manuroa Road are kept open and that Manuia Road has also been constructed.
T15	Walters Road / Arion Road intersection	Layout	Provide an assessment of the forward visibility across the proposed bridge to the rear of traffic queues from the Walters Road / Arion Road intersection to demonstrate the proposed layout would operate safely.	The Walters Road / Arion Road intersection is located just east of the proposed bridge over the NIMT. Queues will occur with the operation of the traffic signals from the intersection which could be hidden from eastbound motorists travelling across the bridge due to the vertical alignment of the bridge. The hidden queues could result in safety issues for eastbound traffic.

Issue identifier	Location	Category of information	Specific Request	Reasons for request
T16	Walters Road	Operational Effects	Demonstrate how pedestrian / cycle access could be provided to Takanini Town Centre from the proposed bridge.	The proposed bridge will restrict access to Takanini Town Centre for pedestrians and cycles from Walters Road. It is understood from the project team that the designation does not preclude the provision of a connection. However, it is not clear how this would be achieved.
T17	All NoRs	NoR Conditions	Provide details as to how the NoR conditions address the recommendations to mitigate the traffic and transport effects of the Project including those items included in Section 5.6 and Tables 27, 42 and 49 of the TAR, including how the NoR conditions address the need to coordinate the timing of closures of the level crossings and construction of traffic and active mode bridges.	The TAR assesses the timing of the closure of the level crossings and the construction of the road and active mode bridges relative to each other and concludes that these need to be carefully coordinated to ensure that there is sufficient east-west capacity and access to the industrial area is maintained without creating adverse effects on residential areas. The TAR also provides recommendations for measures to mitigate traffic and transport effects in Section 5.6 and Tables 27, 42 and 49. The NoR conditions do not specifically include the recommendations from the TAR which are required to manage the effects of the construction and operation of the NoRs.

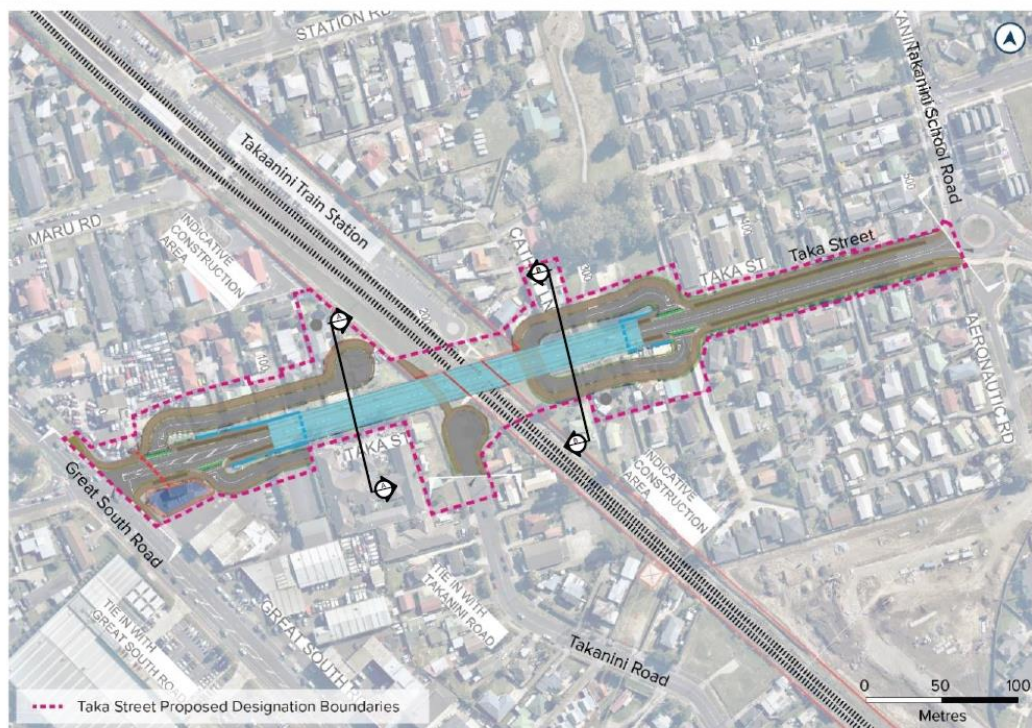
**Urban Design: further information requested**

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
<b>Urban Design. Prepared by Jason Evans of ET Urban Design Ltd</b>			
UD1	Urban Design Evaluation	Please provide indicative Section drawing at a scale of no less than 1:100 for the lines indicated A-A and B-B on Manuia Road project area plan attached.	To provide indicative detail of proposed massing relationships and adequacy of suggested setbacks and areas of landscape mitigation.
UD2	Urban Design Evaluation	Please provide indicative Section drawing at a scale of no less than 1:100 for the lines indicated A-A and B-B on Taka Street project area plan attached.	To provide indicative detail of proposed massing relationships and adequacy of suggested setbacks and areas of landscape mitigation.
UD3	Urban Design Evaluation	Please provide indicative Section drawing at a scale of no less than 1:100 for the lines indicated A-A and B-B on Walters Road project area plan attached.	To provide indicative detail of proposed massing relationships and adequacy of suggested setbacks and areas of landscape mitigation.
UD4	Urban Design Evaluation	Please provide explanation of proposed access arrangements for 21-25 Walters Road. It is noted that in other similar circumstances an access lane	To determine in broad terms effectiveness of post construction integration and urban design outcomes.

Issue identifier	Reference (Report name, section, page number)	Further Information Requested	Reasons for further information request
		arrangement is shown for future access of residual residential parcels.	
UD4	Urban Design Evaluation	Please confirm where access lanes to existing and future land parcels are illustrated that these are appropriately scaled and dimensioned to accommodate potential growth in line with PC 78/NPSUD objectives.	To determine in broad terms effectiveness of post construction integration and urban design outcomes.
UD6	Urban Design Evaluation	Please provide explanation of the vehicle turning provisions for 7-13 Taka St. Why is a turning head not required?	To determine in broad terms effectiveness of post construction integration and urban design outcomes.

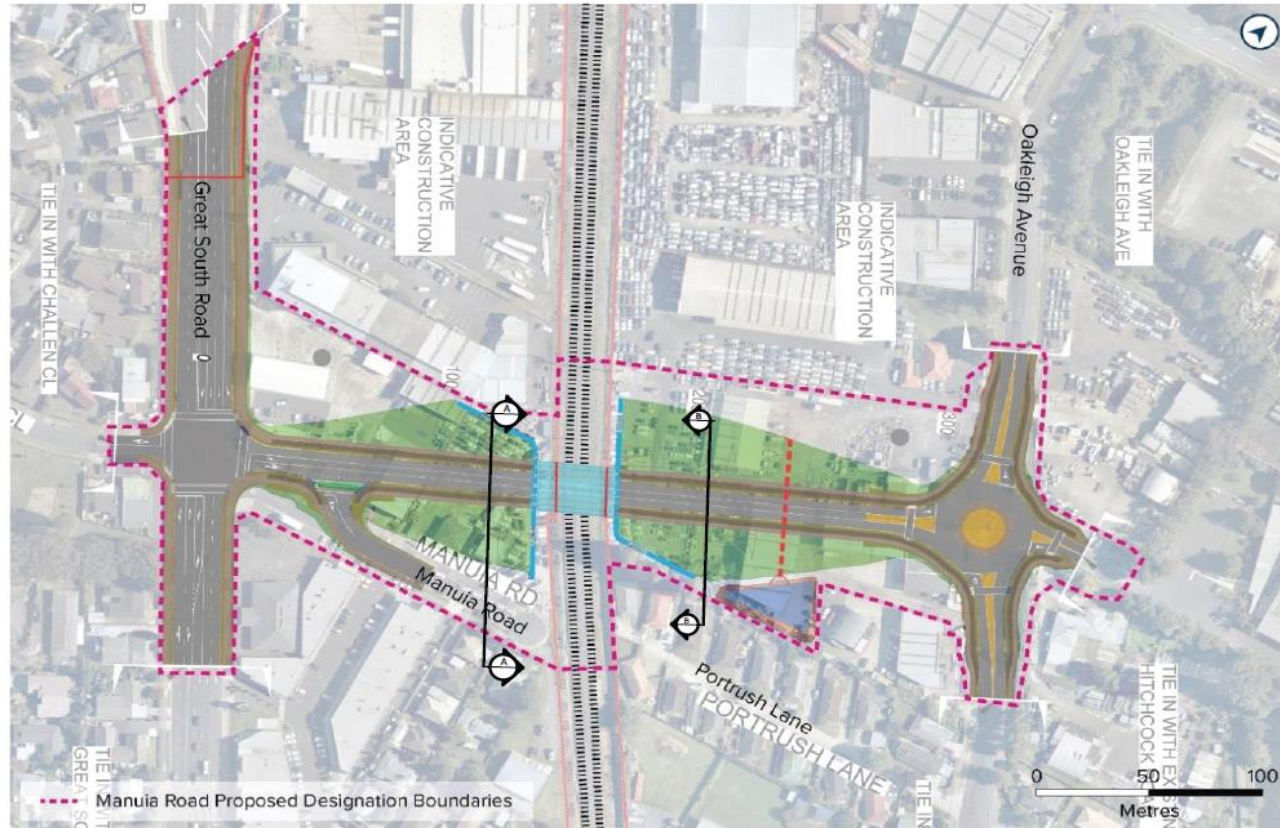
Request for further information under S92 Resource Management Act 1991  
Notices of Requirement by Auckland Transport for the Takaanini Level Crossings NoR  
Urban Design matters.

NoR 1 Taka Street project area





### NoR 1 Manuia Road project area



### NoR 2 Walters Road Project Area

