

10 November 2023

Te Tupu Ngātahi
Supporting Growth
PO Box 105218
Auckland 1143

Joy LaNauze
Auckland Council
135 Albert Street
Auckland
Private Bag 92300, Auckland 1142

Issued via email:

Dear Joy

Re: Response to request for further information in accordance with section 92 of the Resource Management Act 1991 for the Takaanini Level Crossings Project.

We refer to your letter of 30 October 2023 requesting further information under section 92 of the Resource Management Act 1991 (RMA) in relation to the Notices of Requirement by Auckland Transport for two designations (NoR 1 & NoR 2).

This letter contains the response to each request. For ease of reference, the following table includes the request and the relevant response. Where appropriate, reference has been made to the relevant lodgement documentation and/or attachments that should be read in conjunction with a response.

As per Section 1.4 of the AEE, the Requiring Authorities have previously requested public notification of the Notices of Requirement for the Takaanini Level Crossings Project. As agreed, the Requiring Authority requests that public notification proceeds on Thursday 16 November.

If you have any queries regarding the information contained in this response, please do not hesitate to contact me.

Kind regards



Liam Winter
Planning Lead

Attachment A – Updated Assessment of Landscape and Visual Effects Report

Attachment B – Updated Assessment of Effects on the Environment (AEE)

Attachment C – Updated Social Impact Assessment – Appendix D: Indicators of Social Impacts and baseline data


Attachment D – Updated Social Impact Assessment – Appendix E: Impact Assessment

Response to s92 request for further information

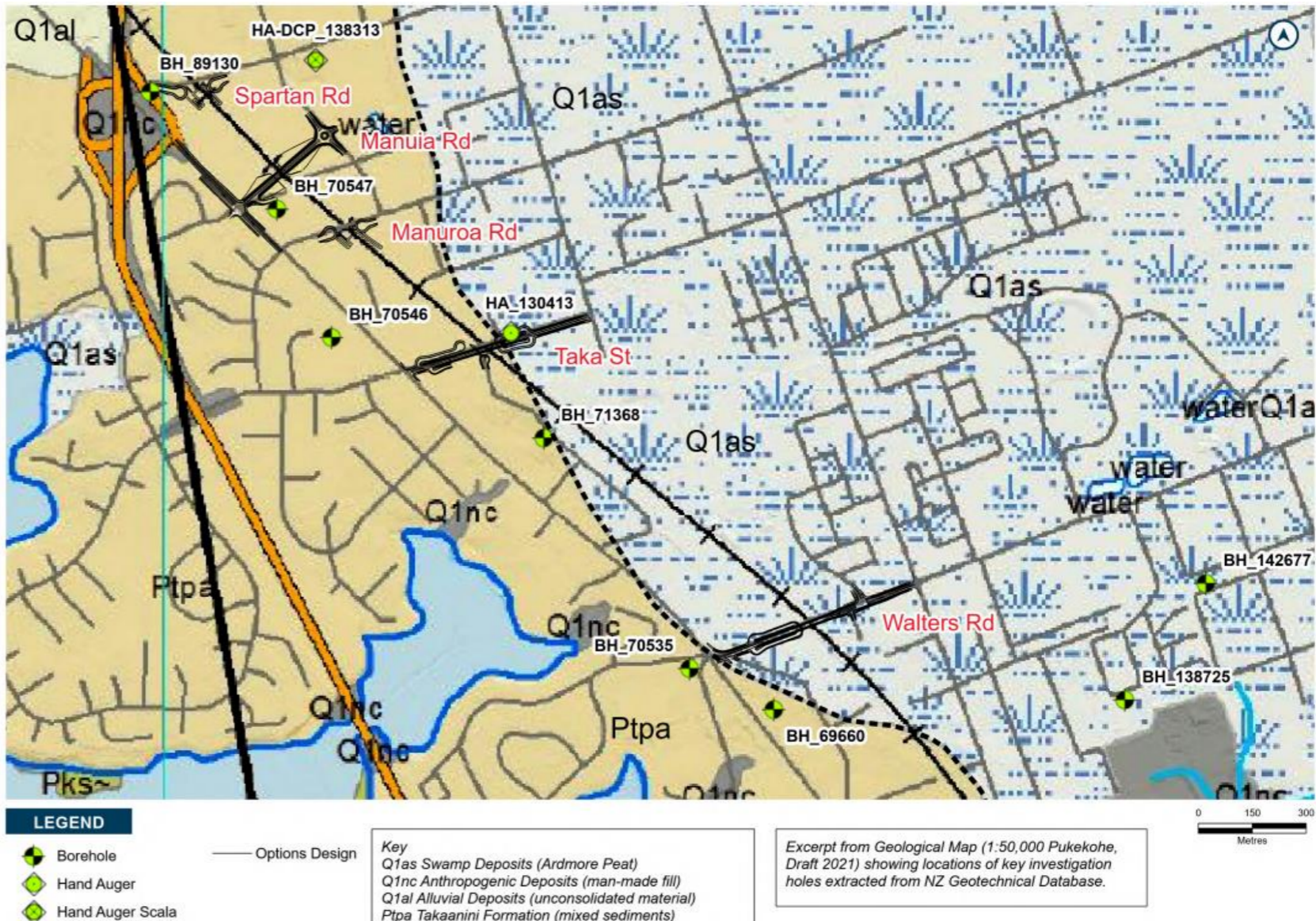
Ref	Request	Auckland Transport Response															
Planning and General Matters																	
P1	<p>Please provide a word version of all of the lodged NoR documents (not in protected formatting).</p> <p><i>Rationale: A Word version will assist in the subsequent phases of the assessment of the NoR, including preparation of assessment reports.</i></p>	Noted – This will be packaged and provided to Council.															
P2	<p>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.</p> <p><i>Rationale: 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.</i></p>	Not all Certificates of Title for sites subject to the NoRs have been checked as this is not a requirement of s168(1) or Form 18. However, site constraints have been considered to the extent necessary as part of the consideration of alternatives (as documented in the Assessment of Alternatives report) and to inform the designation boundaries. Effects on underlying property title interests are not matters that need to be assessed in terms of s171 and can be managed as necessary and appropriate via the Public Works Act regime which provides the relevant statutory scheme with respect to directly affected party title interests.															
P3	<p>Please confirm the total areas of land being designated for each NoR location.</p> <p><i>Rationale: 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.</i></p>	<p>The approximate total areas of land being designated by the NoRs are outlined as follows:</p> <table border="1"> <thead> <tr> <th>NoR</th> <th>Total Designation Extent (m²)</th> <th>Extent on private property (m²)</th> <th>Extent in road corridor (m²)</th> <th>Extent in rail corridor (m²)</th> </tr> </thead> <tbody> <tr> <td>NoR 1 (Spartan Road, Manuia Road, Manuroa Road, and Taka Street project areas)</td> <td>99,197</td> <td>53,039</td> <td>34,692</td> <td>11,466</td> </tr> <tr> <td>NoR 2 (Walters Road project area)</td> <td>48,140</td> <td>28,417</td> <td>17,559</td> <td>2,164</td> </tr> </tbody> </table>	NoR	Total Designation Extent (m ²)	Extent on private property (m ²)	Extent in road corridor (m ²)	Extent in rail corridor (m ²)	NoR 1 (Spartan Road, Manuia Road, Manuroa Road, and Taka Street project areas)	99,197	53,039	34,692	11,466	NoR 2 (Walters Road project area)	48,140	28,417	17,559	2,164
NoR	Total Designation Extent (m ²)	Extent on private property (m ²)	Extent in road corridor (m ²)	Extent in rail corridor (m ²)													
NoR 1 (Spartan Road, Manuia Road, Manuroa Road, and Taka Street project areas)	99,197	53,039	34,692	11,466													
NoR 2 (Walters Road project area)	48,140	28,417	17,559	2,164													
P4	<p>Please provide further information regarding the reasons why certain management plans and schedules to management plans are proposed to be exempt from forming a part of the Outline Plan.</p> <p><i>Rationale: Proposed Condition 8 'Management Plans' exempts submission of the Stakeholder Communication and Engagement Management Plan and Construction Noise and Vibration Management Plan Schedules from 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.</i></p>	<p>AT does not propose to submit the Stakeholder Communication and Engagement Plan (SCEMP) via the Outline Plan process as it is to be provided to Council for information purposes after the Outline Plan for the stage of work but prior to construction. The SCEMP will include details of engagement to be undertaken during construction and relevant stakeholders based on information gathered through the detailed design and Outline Plan process. As this will occur during development of the outline plan leading into commencement of construction, it is proposed to be provided to Council for information prior to the start of construction. Further as an engagement tool, as opposed to effects management outcome, AT considers that submission for information purposes is an appropriate requirement.</p> <p>Similarly, a Schedule to a CNVMP is to be provided for the construction to which it relates. The CNVMP is proposed to be provided as part of the Outline Plan and a Schedule to the CNVMP is generally only required where there is a requirement to undertake works beyond those already outlined in the CNVMP. Given the Schedule to the CNVMP is to be provided (if required) outside of the Outline Plan process, it is proposed that these Schedules will be required to be certified by Council.</p>															
P5	<p>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> <p><i>Rationale: Proposed Condition 1 reads (in part):</i></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>	The works are intended to be undertaken in general accordance with Schedule 1 which includes both the 'Project Description' and 'Concept Plan'. The concept plans included in the proposed condition set include the indicative design (monochromatic) within the designation boundaries. These have been derived from the General Arrangement (GA) Plans (supplied as Volume 3 of the lodgement package). The Project Description also covers the key components of the Project. The GA plans were only intended to illustrate an indicative design. As typical of large infrastructure projects, detailed design of the project works will be advanced via Outline Plan subject to the scope of the designation, its boundary and outcomes prescribed via conditions including management plans.															

Ref	Request	Auckland Transport Response
	<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.</p> <p>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	<p>Please confirm that the "project description" that Condition 1 refers to is contained in Schedule 1 and identify which part of Schedule 1 is "the project description".</p> <p><i>Rationale: 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 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'.</i></p>	<p>The 'Project Description' refers to all of the descriptive text included in Schedule 1 before the Concept Plan(s) for each respective NoR. The description begins with "The proposed work is for the construction, operation, maintenance, and upgrade of transport infrastructure...".</p> <p>For clarity, a 'Project Description' subheading will be added to the proposed condition set.</p>
P7	<p>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> <p><i>Rationale: 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:</i></p> <p style="padding-left: 40px;"><i>"Any legal entity that intends to master plan or develop land adjacent to the designation".</i></p> <p><i>Development Agency is defined in the Condition as:</i></p> <p style="padding-left: 40px;"><i>"Public entities involved in development projects".</i></p>	<p>The purpose of the Land Use Integration Process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. The condition intends to support future development that may require more extensive coordination and/or a set process with the Requiring Authority due to the potential master-planning opportunities available, scale and/or complexity of the future development and/or the development entities involved (i.e., "Developers" or "Development Agencies" that may have many different people involved).</p> <p>For other landowners or interested parties that may wish to development land directly affected or adjacent to the designation, an information source will be established through the 'Project Information' condition which can provide relevant information/contact details for further advice including on the s176 process if any landowner or interested party wishes to advance development within the boundary. The 'Project Information' condition requires information on matters such as:</p> <p style="padding-left: 40px;"><i>(ii) contact details for enquiries;</i></p> <p style="padding-left: 40px;"><i>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice;...</i></p> <p style="padding-left: 40px;"><i>(vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA.</i></p>
P8	<p>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 term is used in the Definition of front yard in the AUP:OP.</p> <p><i>Rationale: The Advice Note located at the end of proposed Condition 12 for each of NoR 1 and NoR 2 reads:</i></p> <p style="padding-left: 40px;"><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 required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p> <p><i>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:</i></p>	<p>As noted, the intent of the advice note is to clarify that front yard setback rules for relevant adjoining zones do not apply from the edge of the designation boundary to ensure that front yard setbacks are not larger than necessary and result in an unintended land use integration outcome. To this end, the advice note states that the designation is not for the purpose of 'road widening' to clarify that the AUP:OP definition of front yard is not intended to be measured from the designation boundary in this context.</p> <p>Notwithstanding this, it is acknowledged that 'road widening' and 'corridor widening' are otherwise similar in meaning on the ground. The purpose of the advice note is to clarify the interpretation of plan rules as they relate to the designation boundary rather than debate the scope of physical works. Accordingly, while we consider the advice note is an important clarification for land use integration outcomes, it could be deleted if required to avoid confusion. This advice note was only added to assist integration concerns raised by Council urban design experts and other public entities in the past.</p> <p>From a practical perspective, we note that any road widening works will require work across the whole arterial corridor in any event.</p>

Ref	Request	Auckland Transport Response																								
	<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 corridor widening..." (emphasis added).</i></p> <p><i>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 https://at.govt.nz/about-us/working-on-the-road</i></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 includes the berm (grass verge), footpath and carriageway.</i></p> <p><i>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.</i></p>																									
Arboriculture																										
ARB1	<p>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.</p> <p><i>Rationale: 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></p>	<p>The way that these trees are grouped do not impact the overall effects assessment or outcomes sought for these trees. They have been discussed in the respective Arboriculture Assessment and are included in <i>Schedule 3: Trees to be included in the Tree Management Plan</i> of the proposed conditions. As they are identified in the respective schedule, they can be adequately considered at the preparation of the Tree Management Plan.</p>																								
ARB2	<p>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.</p> <p><i>Rationale: To ensure that the tree is identified for future reference and considered at the detailed design stage.</i></p>	<p>Noted – A mature English Oak Tree (now Tree 17) within the Open Space – Informal Recreation Zone (Challen Close Reserve) overhangs the Manuia Road project area but is outside of the designation boundaries (see Figure below). As it is located within an Open Space Zone, it is subject to controls under the AUP:OP District Plan provisions. While the trunk of the tree is outside the designation boundaries, some limited works such as footpath replacement within the Manuia Road project area are anticipated in the vicinity of the tree and its root protection zone. Potential adverse effects on the health and/or stability of the Oak tree during construction can be mitigated by undertaking the works in accordance with arboricultural best practice.</p> <p>The Tree will be added accordingly into 'Schedule 3: Trees to be included in the Tree Management Plan' under the Manuia Road project area.</p> <p>Details of Tree 17 for reference are provided below:</p> <table border="1" data-bbox="1199 1591 2769 1902"> <thead> <tr> <th>Status</th> <th>Tree No.</th> <th>Vegetation type</th> <th>Consideration under the AUP:OP</th> <th>Location</th> <th>Species</th> <th>Age</th> <th>Height (m)</th> <th>Girth (mm)</th> <th>Crown Spread radius (m)</th> <th>Condition</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Outside of designation – works may be within Root</td> <td>T17</td> <td>Single Tree</td> <td>Open space</td> <td>Great South Road (just outside of the Manuia</td> <td>Quercus robur (English Oak)</td> <td>Mature</td> <td>22</td> <td>3800</td> <td>16</td> <td>Good - Good branch structure, full healthy canopy but</td> <td>Outside the designation boundaries for the Manuia Road project</td> </tr> </tbody> </table>	Status	Tree No.	Vegetation type	Consideration under the AUP:OP	Location	Species	Age	Height (m)	Girth (mm)	Crown Spread radius (m)	Condition	Comments	Outside of designation – works may be within Root	T17	Single Tree	Open space	Great South Road (just outside of the Manuia	Quercus robur (English Oak)	Mature	22	3800	16	Good - Good branch structure, full healthy canopy but	Outside the designation boundaries for the Manuia Road project
Status	Tree No.	Vegetation type	Consideration under the AUP:OP	Location	Species	Age	Height (m)	Girth (mm)	Crown Spread radius (m)	Condition	Comments															
Outside of designation – works may be within Root	T17	Single Tree	Open space	Great South Road (just outside of the Manuia	Quercus robur (English Oak)	Mature	22	3800	16	Good - Good branch structure, full healthy canopy but	Outside the designation boundaries for the Manuia Road project															

Ref	Request	Auckland Transport Response											
		Protection Zone				Road project area)						possibly including some suppressed or damaged branches.	area – some works may be undertaken within the root protection zone.
													
ARB3	<p>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 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?</p> <p><i>Rationale: To ensure that sufficient mitigation is offered for removal of notable trees.</i></p>	<p>The proposed Tree Management Plan condition provides a mechanism to determine the specific mitigation requirements closer to the time of implementation. This is appropriate as it will reflect the status and condition of the tree at the time of Project implementation.</p> <p>The proposed replacement planting is also required to be addressed through the planting plan for the Project under the proposed Urban and Landscape Design Management Plan (ULDMP) condition.</p>											
ARB4	<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>The proposed Tree Management Plan condition provides a mechanism to determine the specific measures and mitigation requirements closer to the time of implementation. This is appropriate as it will ensure mitigation is developed that reflects the status of the trees at the time of Project implementation.</p> <p>The proposed replacement planting is also required to be addressed through the planting plan for the Project under the proposed Urban and Landscape Design Management Plan (ULDMP) condition.</p>											

Ref	Request	Auckland Transport Response
	<p>What specific measures have been put in place to ensure that sufficient replacement planting is undertaken commensurate to the tree removal undertaken?</p> <p><i>Rationale: To understand how mitigation planting sufficiently mitigates tree loss.</i></p>	
ARB5	<p>It is stated that "Opportunities for replanting within berms of the proposed cross section and land that may no longer be required post-construction 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> <p><i>Rationale: To clarify the intent of the paragraph.</i></p>	Yes – The sentence is intended to mean "significant potential for planting...".
Flooding		
F1	<p>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.</p> <p>Are there any further properties (all types) which would be subject to triggering the floor flooding related performance conditions.</p> <p><i>Rationale: Understanding floor flooding</i></p>	All properties in the vicinity of each NoR (upstream and downstream) will either have existing flooding issues or a level of freeboard sensitivity to flood level changes due to their proximity to flooded areas. The floor levels for each of these buildings is not known and cannot be provided at this stage. These levels should be surveyed in future when resource consent is being sought and detailed flood modelling is required. All property and building types are subject to the proposed flood hazard condition outcomes, which will ensure that any flood hazard effects from the Project are generally less than minor if not neutral.
F2	<p>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.</p> <p><i>Rationale: Land availability is limited so would be helpful to understand to inform assessment and reporting.</i></p>	The flood offset storage is anticipated to be an excavated area at the culvert invert level with a planted, excavated sand and loam filled bed (high hydraulic conductivity). This would be designed to soak away flood waters or connect to nearby stormwater pipes and provide a live storage area during a flood event. This area would allow the headwater level increases caused by the culverts to be counter balanced and achieve an improved or neutral upstream headwater level. However, the detailed design for this storage will be developed further and confirmed at Outline Plan stage.
F3	<p>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.</p> <p><i>Rationale: Suitability of assessment method.</i></p>	The approach adopted provides a focus on the sensitivity of the flooding risk adjacent to each NoR, and the proposed designation has been sized appropriately for retention devices coupled with outcome-based conditions regarding flood hazard effects on adjacent properties to manage the effects of the final design to generally neutral or at most, less than minor. If the project is approved the design will progress to a more detailed phase as part of the Outline Plan phase, at which point, the conditions will dictate the level of acceptable flood effect. Modelling the post-development design now will serve only to show the peak flood effects of a single design and flood mitigation iteration. When the design is progressed in future, the Outline Plan process anticipates that the Project design and mitigation solution can be further developed and refined within the boundaries to meet the project requirements and conditions. The flood effects at each NoR have culvert and volumetric offset areas calculated and sized to achieve the proposed conditions. Undertaking modelling now will only serve to further confirm the assessment of flood risk and mitigation requirements undertaken to date. This is not considered necessary where AT has committed to the proposed flood hazard effects outcomes via conditions.
Geotechnical		
G1	<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"> • Reports from Riley Consultants Limited dated 16 May 2023 outlining an alternative underpass design ('the first TG underpass') developed for the Walters Road location; • Two reports by Coffey Geotechnics NZ Limited from 2011 and 2012, documenting ground investigations undertaken for the 30 Walters Road site. 	<p>These documents were prepared by third parties and were provided to Auckland Transport (AT) through earlier project engagement with those parties to inform the optioneering process. Given that these documents were not prepared by Te Tupu Ngātahi nor AT, we recommend that Auckland Council seek the documents directly from the parties that commissioned the documents if it considers them relevant to the assessment of effects of the project.</p> <p>In any event, the parts of the reports that are pertinent to the consideration of alternatives are summarised in the Assessment of Alternatives, including ground investigation information provided by Coffey Geotechnics NZ Ltd, which was considered by AT as part of its recent re-evaluation of options. The details of the alternative Riley underpass design are also outlined in the Assessment of Alternatives Report.</p>

Ref	Request	Auckland Transport Response
	<p><i>Rationale:</i> 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.</p>	
G2	<p>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 Road and Taka Street), including a copy of any reports or maps.</p> <p><i>Rationale:</i> 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.</p>	<p>The approach to geotechnical design is summarised in section 9.5 of the AEE. The concept design on which the AEE is based was initially developed for a Detailed Business Case (DBC), which in turn is supported by a Design Report. The Design Report covers the approach to geotechnical design, and the data on ground conditions across the project area used to inform high-level design assumptions which have been summarised to the extent relevant in the AEE. The relevant geological map from the Design Report is shown below. The report can be provided on request (noting that it is part of a series of technical reports prepared for a Detailed Business Case).</p> <p>To further contextualise the above approach, it is noted that only designations are being sought – i.e. authorisation for land use/District Plan matters only. Geotechnical and groundwater effects arising from the construction of the project will be dealt with as required as part of future regional consenting processes. Any Regional Plan requirements and necessary effects mitigation will be subject to additional future consenting processes and assessment. On this basis, the level of geotechnical assessment and design is commensurate with the authorisations currently being sought.</p>  <p>The map displays a network of roads including Spartan Rd, Manaia Rd, Manuroa Rd, Taka St, and Walters Rd. Several investigation holes are marked with green symbols: Boreholes (BH_89130, BH_70547, BH_70546, BH_71368, BH_70535, BH_69660, BH_142677, BH_138725) and Hand Augers (HA-DCP_138313, HA_130413). Soil types are labeled as Q1al, Q1as, Q1nc, Ptpa, and Pks. A legend at the bottom left defines the symbols for Borehole, Hand Auger, and Hand Auger Scala. A key at the bottom center identifies the soil types: Q1as Swamp Deposits (Ardmore Peat), Q1nc Anthropogenic Deposits (man-made fill), Q1al Alluvial Deposits (unconsolidated material), and Ptpa Takaanini Formation (mixed sediments). A scale bar at the bottom right indicates 0, 150, and 300 metres. A text box at the bottom right states: 'Excerpt from Geological Map (1:50,000 Pukekohe, Draft 2021) showing locations of key investigation holes extracted from NZ Geotechnical Database.'</p>

Ref	Request	Auckland Transport Response
G3	<p>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.</p> <p><i>Rationale: To demonstrate the relationship between the physical geometry and the proposed designation boundaries on each side of the structures.</i></p>	<p>The following information can be used to gain a general understanding of the relationship between the indicative proposed works (i.e., retaining walls, embankments, bridges) and the designation boundaries:</p> <ul style="list-style-type: none"> • The General Arrangement Plans (refer to Volume 3 of the lodgement package); • The indicative project details and work descriptions in Section 3.3 of the AEE i.e., vertical and horizontal clearances (refer to Volume 2 of the lodgement package); • The indicative geotechnical assumptions in Section 9.5 of the AEE (refer to Volume 2 of the lodgement package); and • The visualisations in Section 10.4 of the AEE (refer to Volume 2 of the lodgement package). <p>The proposed works relative to the designation boundaries will be further refined as part of the Outline Plan and management plan process. Concept level design has been undertaken to inform the designation boundaries.</p>
Landscape		
LA1	<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><i>Rationale: Two landscape assessments have been lodged, prepared by different authors - the Assessment of Landscape, Natural Character, and Visual Effects Report (Original LVA) prepared by WSP and the Supplementary Assessment of Landscape Effects Report (Supplementary Assessment) prepared by the Isthmus Group.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>This is very confusing and makes it difficult for the public to follow – especially as the Supplementary Assessment states in Section 1 - Introduction:</i></p> <p><i>‘Specifically, it forms a supplementary assessment to the original landscape assessment (Original LVA) report prepared for the TLC Project, written by WSP.</i></p> <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><i>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’).</i></p> <p><i>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.</i></p> <p><i>In terms of Construction Effects and Operational Effects of the Project the Original LVA assesses:</i></p>	<p>Noted. The two separate assessments have been packaged into one overall Landscape and Visual Assessment as they were intended to be read. This is supplied as Attachment A of the s92 response package. Corresponding amendments to cross-references in the AEE have also been made (see Attachment B).</p> <p>This repackaging approach should assist to clarify that the primary assessment supporting the application is the Isthmus Group assessment (previously referred to as the 'Supplementary Assessment'). The WSP assessment (previously referred to as the 'Original LVA') is now an Appendix (Appendix B) to the Isthmus Group assessment (now the Landscape and Visual Assessment for the Project). Appendix B is included as reference material that has helped inform the Isthmus Group Assessment to assist with efficiency and reduce repetition.</p> <p>Where there are any conflicts or inconsistencies between the assessment undertaken by Isthmus Group and the WSP assessment (i.e., effects ratings as referred to in s92 Request LA2 below), the Isthmus Group assessment should be referred to as the primary or predominant assessment (which is reflected by the repackaging of the assessments).</p> <p>It is noted that aside from the repackaging of the assessments and clarifying the structure and approach to this one overall Landscape and Visual Assessment, no other fundamental changes in technical assessment have been made.</p>

Ref	Request	Auckland Transport Response
	<ul style="list-style-type: none"> ▪ Landscape Effects ▪ Natural Landscape Effects ▪ Visual Amenity Effects <p><i>These effects are considered 'before mitigation' and 'after mitigation'.</i></p> <p><i>The Supplementary Assessment assesses:</i></p> <ul style="list-style-type: none"> ▪ Landscape Character Effects ▪ Visual Amenity Effects <p><i>While it is acknowledged that with expert assessments there can be some differences in the assessment undertaken and conclusions provided, it would be useful if this was outlined fully for the public to understand.</i></p>	
LA2	<p>Clarification as to which landscape character and visual amenity effects ratings should be favoured and the reasoning behind the differences.</p> <p><i><u>Rationale:</u> The Supplementary Assessment states in Section 1 – Introduction:</i></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><i>The visual amenity effects ratings for the construction stage of the Project differ between the two assessments for:</i></p> <ul style="list-style-type: none"> ▪ Manuia Road ▪ Walters Road <p><i>The visual amenity effects of the Original LVA for the construction stage of the Project are assessed as very low to moderate-high adverse. The visual amenity effects in the Supplementary Assessment are rated as low to moderate-high adverse.</i></p> <p><i>The landscape character and natural landscape effects of the Original LVA for the construction stage of the entire Project are assessed as low and very low. The landscape character effects in the Supplementary Assessment for each specific Project area are rated as low to moderate adverse.</i></p> <p><i>The visual amenity effects ratings for the operational stage of the Project differ between the two assessments for:</i></p> <ul style="list-style-type: none"> ▪ Spartan Road ▪ Manuia Road ▪ Walters Road <p><i>The visual amenity effects of the Original LVA for the operational stage of the Project are assessed as very low to low-moderate adverse. The visual amenity effects in the Supplementary Assessment are rated as very low to moderate adverse.</i></p> <p><i>The landscape character and natural landscape effects of the Original LVA for the operational stage of the entire Project are assessed as low. The landscape character effects in the Supplementary Assessment are rated as very low to moderate.</i></p> <p><i>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.</i></p> <p><i>As outlined in the Supplementary Assessment there are differences in the assessment undertaken and conclusions provided.</i></p> <p><i>In terms of Construction Effects and Operational Effects of the Project the Original LVA assesses:</i></p>	

Ref	Request	Auckland Transport Response
	<ul style="list-style-type: none"> ▪ Landscape Effects ▪ Natural Landscape Effects ▪ Visual Amenity Effects <p><i>These effects are considered 'before mitigation' and 'after mitigation'.</i></p> <p><i>The Landscape Effects and Natural Landscape Effects are assessed in terms of the overall NoR's and not each specific Project area.</i></p> <p><i>The Supplementary Assessment assesses:</i></p> <ul style="list-style-type: none"> ▪ Landscape Character Effects ▪ Visual Amenity Effects <p><i>in terms of each specific Project area.</i></p> <p><i>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'.</i></p> <p><i>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 nil.</i></p>	
LA3	<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><i>Rationale: 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:</i></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><i>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.</i></p> <p><i>The Original LVA makes reference to:</i></p>	<p>It is anticipated that the Project will not be implemented for approximately 10 - 15 years, so considering the environment as it exists today (the time of assessment) is not necessarily a true reflection of the environment in which the Project will be constructed and will operate.</p> <p>As per s171(1) of the RMA, consideration of effects on the environment of allowing the requirement involves including having particular regard to (a) any relevant provisions of -... (i) a national policy statement...(iii) a regional policy statement or proposed regional policy statement (iv) a plan or proposed plan. The relevant policy provisions (including what is 'Plan-enabled' and are Permitted activities under the respective Plans), inform what is relevant to consider for assessment as the future receiving environment. In the case of the Project, the relevant national policy framework provides for higher densities and increased development capacity in the environment within and surrounding the Project. This has recently been mandated via the Resource Management (Enabling Housing) Amendment Act which requires a minimum of six stories to be provided around rapid transit stops and centres and must be implemented in the Project area. On this basis, the future zoning will provide for this level of intensification via PC 78 and is relevant under s171.</p> <p>The Landscape Assessment has considered existing development (at the time of assessment) as relevant, but considers the Plan-enabled environment to provide a consistent approach to assessment and recognition of the potential future in which the Project will be located within, which is appropriate in light of the current planning and statutory context. The uptake and/or timing of this development capacity is not a relevant statutory consideration under the RMA.</p> <p>Notwithstanding this, the proposed conditions such as the Urban and Landscape Design Management Plan (ULDMP), provides a mechanism for the final design to consider how the works will integrate with the receiving environment closer to the time of implementation (refer to Clause (e)(i)). The final design response including mitigation will be refined and considered as part of the detailed design process. The Land Use Integration Process (LIP) condition also supports future development integrating with the future works.</p>

Ref	Request	Auckland Transport Response
	<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> <p><i>I am unsure how conducive this environment would be to greater intensification.</i></p>	
LA4	<p>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 detailing of bridges and structures, bridge undercrofts and integration of the structures into the surrounding urban landscape context.</p> <p><i>Rationale: The Supplementary Assessment recommends that the preparation of an Urban and Landscape Design Management Plan (ULDMP) 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.</i></p> <p><i>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.</i></p>	<p>The proposed conditions including the Urban and Landscape Design Management Plan (ULDMP) are intentionally phrased to be outcomes focused, recognising the longer implementation timeframes. The objective of the ULDMP is twofold:</p> <ol style="list-style-type: none"> To enable the integration of the Projects permanent works into the surrounding landscape and urban context; and To ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment <p>The methods for achieving the objectives of the ULDMP also recognise the longer implementation timeframes for the Project and are focussed on outcomes to be achieved. For example, the ULDMP is required to include details of how the Project:</p> <ul style="list-style-type: none"> "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." "Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections." "promotes a sense of personal 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"
LA5	<p>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> <p><i>Rationale: 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.</i></p> <p><i>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, Oakleigh Avenue, Manuroa Road, Portrush Lane, Taka Street, Walters Road and Braeburn Place.</i></p>	<p>The focus of the NoR stage is to establish an envelope of the potential effects, with the final massing and design subject to future detailed design and management plan processes. The following documents / details provide sufficient information at this NoR stage to understand the overall design parameters and potential scale and nature of the indicative works relative adjacent properties:</p> <ul style="list-style-type: none"> The General Arrangement Plans (Volume 3); Project description - Section 3.3 of the AEE (Volume 2); Indicative visualisations in Figures 10.3 - 10.7 - Section 10.4 of the AEE (Volume 2); Urban Design Evaluation (Volume 4); Updated Landscape Assessment (Attachment A of the s92 response package). <p>The technical assessments (UDE and Landscape and Visual Assessment) also provide an indication of potential future mitigation and/or how outcomes sought by the proposed conditions could be achieved (e.g., planting, interface treatment). To assist with navigating the lodged documents, cross-reference to the indicative visualisations in Section 10.4 of the AEE has now been added to Section 3.2 of the updated Landscape Assessment. As these visuals were prepared by the Project Team for engagement purposes (rather than by the Landscape Architect), they sit more appropriately as part of the AEE engagement section.</p>
Parks		
P1	<p>Provide comment on the impacts of flooding on parks</p> <p><i>Rationale: We would be appreciative if the flooding report can provide comment on the impacts on parks.</i></p>	<p>The parks in immediate vicinity of the Project are shown in the maps included in the existing Flood Assessment (refer to Volume 4)</p> <p>The existing Flood Hazard condition requires the Project to be designed so that it does not result in new flood prone areas with a series of outcomes to ensure generally neutral or at worst less than minor effects. As such, increased flooding effects are not anticipated on existing parks.</p>
P2	<p>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.</p> <p><i>Rationale: An update to the outline plan conditions relating to the impact on parks is recommended.</i></p>	<p>The existing Flood Hazard condition is sufficient to manage potential effects on parks - The condition requires the Project to achieve the following outcomes - Clause (a)(v) - no increase of more than 50mm in flood level in a 1% AEP event on land zoned for urban... development where there is no existing dwelling... and Clause (a)(vi) no new flood prone areas so that it does not result in new flood prone areas.</p> <p>Clause (b) of the Flood Hazard condition requires "compliance with the condition to be demonstrated in the Outline Plan which shall include flood modelling of the pre-Project and post-Project 100 year ARI flood levels...".</p>

Ref	Request	Auckland Transport Response
Social Impact		
SIA1	<p>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.</p> <p><i>Rationale: Needs to be provided and acknowledged for completeness.</i></p>	Noted - this has been addressed and included in the updated documents provided in Attachment C of the s92 response package.
SIA2	<p>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> <p><i>Rationale: The SIA specifies that a range of Planning Management Strategies can be used to help mitigate social impacts, including:</i></p> <ul style="list-style-type: none"> • <i>Development Response Plan</i> • <i>Community Health and Wellbeing Strategy</i> • <i>Property and Management Strategy</i> • <i>Good Neighbour Policy</i> <p><i>However, these strategies do not appear to be incorporated into the proposed conditions.</i></p> <p><i>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.</i></p>	<p>As discussed in the AEE, the Social Impact Assessment takes a holistic assessment approach covering impacts of the Project within the RMA regulatory framework and beyond. The potential impacts and the outcomes sought by the SIA recommendations that are within the scope of the RMA regulatory framework are responded to across the proposed conditions. The proposed conditions are intended to be read as whole.</p> <p>For example:</p> <ul style="list-style-type: none"> • Matters raised in the Community Health and Wellbeing recommendation have been included in the proposed Project Information condition. • Respite and relocation are matters covered through the Construction Environmental Management Plan (CEMP) condition and provided for in the Construction Noise and Vibration Management Plan (CNVMP) condition. • Matters relating to managing impact on people and businesses from construction activity are covered through the Stakeholder Communication and Engagement Management Plan (SCEMP), and the Construction Traffic Management Plan (CTMP). <p>Other opportunities outside the RMA have also been identified (as outlined in Table 7-1 of the SIA) which can also respond to some of the identified impacts beyond the RMA. This includes the Public Works Act process and AT internal policies. These were not effects or measures that were intended to be conditioned.</p> <p>The PWA is a separate process and opportunity beyond the scope of the RMA regulatory framework. However, it can be undertaken in parallel with the RMA process and proposed conditions (which address the RMA-specific effects). To clarify, the PWA provides a remedy for property-related effects. There is a statutory process to seek early acquisition under the RMA, AT also has an early acquisition policy in the event of financial hardship. During the lapse period, landowners can continue to use their properties or seek s176 approvals for other work. Information regarding this process is also provided through the project website.</p>
SIA3	<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"> • "Certainty about future development of the transport network..." (p42) • "Increased personal safety as a result of less anti-social behaviour..." (p50) • "Potential positive impacts and aspirations associated with perceived investment..." (p52) • "Potential positive impacts associated with excitement and anticipation of improved safety..." (p52) • "Construction employment opportunities for skilled workforce..." (p52) • "Increased business activity as a result of construction workforce..." (p52) • "Increased demand for goods and services..." (p52). <p><i>Rationale: The colour coding applied appears counter intuitive, making interpretation of the effects assessed not clear.</i></p>	Noted - this has been addressed and included in the updated documents provided in Attachment D of the s92 response package.

Ref	Request	Auckland Transport Response
SIA4	<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> <p><i>Rationale: Clarification for certainty.</i></p>	<p>This was intended to note 'Takaanini Train Station' - this has been updated accordingly in the updated documents (Attachment D in the s92 response package).</p>
SIA5	<p>Please describe how the PWA works to help compensate property owners and others for loss of properties and disruption.</p> <p><i>Rationale: 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:</i></p> <ul style="list-style-type: none"> • <i>How easy is it for people to sell their properties earlier than the lapse period?</i> • <i>What is the process for seeking compensation – is it relatively easy for people unaware of the processes?</i> • <i>Is specialist assistance (e.g. legal) required?</i> • <i>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?</i> <p><i>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?</i></p>	<p>As noted in response to Request SIA2, the Public Works Act (PWA) is a separate process and opportunity beyond the scope of the RMA regulatory framework. However, it can be undertaken in parallel with the RMA process and proposed conditions (which address the RMA-specific effects). To clarify, the PWA provides a remedy for property-related effects. There is a statutory process to seek early acquisition under the RMA, AT also has an early acquisition policy in the event of financial hardship. During the lapse period, landowners can continue to use their properties or seek s176 approvals for other work. Information regarding this process is also provided through the project website.</p> <p>Land required for the permanent works of the Project will be purchased under the PWA and compensation under that Act may also be available for a range of other matters associated with the Project. The process and impacts of the PWA process will be discussed with directly affected landowners following the provisions under the PWA. In general:</p> <ul style="list-style-type: none"> • The PWA requires that an affected landowner receive fair compensation so that they are left no better or worse off than they were before the land was acquired. • The land must be valued by an independent registered valuer who will assess the market value of the land and must disregard the impact the public work will have on the property. Auckland Transport will make an offer to the landowner for the amount the valuer has assessed the market value at. • If the public work is going to have a permanent negative impact on the value of the property, this is referred to as injurious affection. The valuer will take this into account and add it to the assessed market value. <p>AT has a specialist property team and advisors. The project information condition provides a virtual information source so that affected parties can access this information and advice as <i>(iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and where they can receive additional advice.</i></p>
SIA6	<p>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)</p> <p><i>Rationale: Understanding these effects is an important part of assessing the overall social effects of the proposal.</i></p>	<p>All areas within the proposed designation are reasonably necessary and required to implement the Project (whether it is for the construction phase and/or operational phase/permanent parts of the Project).</p> <p>The purpose of the proposed Designation Review condition is for the Requiring Authority to review the designation post Completion of Construction so land that may no longer be required for the on-going operation, maintenance and mitigation of effects can be removed from the designation.</p>
SIA7	<p>Please provide information about the level of engagement that has already occurred in relation to the loss of on-site carparking with existing businesses and social facilities in the project area.</p> <p><i>Rationale: 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-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).</i></p> <p><i>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.</i></p> <p><i>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?</i></p>	<p>Section 6.9 of the Transport Assessment provides a more detailed breakdown of the 273 onsite parking spaces. A total of 13 sites across the two NoRs are listed as being affected by a loss of onsite parking. Of the sites included in the RFI, 12 spaces are affected at BestStart Manuroa Road (all on the grasscrete area), and 8 spaces at the Takanini Care Centre. In the latter case, opportunities for replacement parking are identified in the assessment. The Amber Learning Centre is fully within the proposed designation.</p> <p>Engagement with each of the parties noted above has occurred and in some cases has continued post lodgement, including with the Takanini Care Centre.</p>

Ref	Request	Auckland Transport Response												
	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?													
Traffic and Transport														
T1	<p>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.</p> <p><i>Rationale:</i> 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.</p>	<p>The purpose of Table 30 in the Transport Assessment Report (TAR) is to illustrate that the Project will result in additional capacity and the daily capacity shown wasn't intended to reflect the total daily capacity. The peak periods will be more critical in terms of capacity rather than the daily. The below table provides the peak hour flow by direction for Manuia Road:</p> <table border="1"> <thead> <tr> <th></th> <th>AM</th> <th>IP</th> <th>PM</th> </tr> </thead> <tbody> <tr> <th>EB</th> <td>753</td> <td>748</td> <td>704</td> </tr> <tr> <th>WB</th> <td>1,005</td> <td>850</td> <td>612</td> </tr> </tbody> </table> <p>As shown above, these are below the peak hour capacity shown in the TAR. In addition, the TDM indicates an urban traffic lane can move 600 to 1,600 people in an hour (dependent on corridor features i.e. signals). Assuming an average occupancy of 1.2, this will be 500 to 1,300 veh/hr. We would expect the capacity of Manuia Road to be closer to the upper bound though noting that it has the potential to be busy during the peak periods especially the AM.</p>		AM	IP	PM	EB	753	748	704	WB	1,005	850	612
	AM	IP	PM											
EB	753	748	704											
WB	1,005	850	612											
T2	<p>Provide clarification as to whether the figures in Table 28 or Table 31 are correct or an explanation as to why these figures differ.</p> <p><i>Rationale:</i> 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.</p>	Table 31 is the correct east-west demands.												
T3	<p>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 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.</p> <p><i>Rationale:</i> 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, 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 "will have a choice to use alternative routes to access SH1 such as the Hill Road / SH1 on-ramp." 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.</p>	Figure 37 in the TAR doesn't clearly show the changes in the wider area due to the scale used and also noting that this is a daily plot. While the changes aren't as significant as the roads immediately surrounding the Project, there are still changes. This is reflected in the delay plots where a reduction can be seen along parts of Porchester Road etc. which influences the route chosen by drivers (refer to Figure 41 and Figure 42). The TAR has indicated this as a benefit to buses though we acknowledge that it is not a key feature or a key benefit.												
T4	<p>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.</p> <p><i>Rationale:</i> 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</p>	The 2.8 minute increase at the State Highway 1 (SH1) on-ramp is a function of the improved local accessibility resulting from the Project. Without the Project, the community to the east of the crossings and Takaanini interchange will be severed due to the increase in barrier time. These vehicles will instead use other parts of the network, i.e.. travel north to up Porchester Road and use the Hill Road interchange instead of crossing over to the rail line to access the Takaanini interchange. This is in Figure 41 of the TAR where there is a reduction delay at the Hill Road on-ramp and other parts of the network such as Porchester Road. It is noted that the Project has a focus on improving local accessibility and some drivers may benefit more so than others. The delay plots Figure 41, 42 and Figure 37 in the TAR shows there are changes on the network as a whole. As noted, the greatest change is in the area immediately surrounding the Project. It												

Ref	Request	Auckland Transport Response
	<p><i>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.</i></p>	<p>is also noted that the travel time benefits is \$210M with the Project as presented within the Detailed Business Case (DBC) indicating a positive travel time outcome.</p>
T5	<p>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 South Road), and provide details of possible mitigation measures.</p> <p><i>Rationale: 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 “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.” Therefore the effects of the proposals appear to be underestimated and rely on the ability of the ramp signals to manage traffic flows. The 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.</i></p>	<p>The TAR highlights that the ramp signals will control the amount of traffic allowed onto the mainline and therefore there is the potential for increased queuing on Great South Road due to the increased local accessibility (see above). The TAR indicates that the delay at the on-ramp may not be represented correctly in the model as the model only shows an average delay for all the lanes and is not suggesting that ramp signalling is used as a mitigation measure to manage the queue.</p>
T6	<p>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.</p> <p><i>Rationale: 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.</i></p>	<p>The VKT reduction calculated considers the road network as a whole and accounts for the wider impacts such as the delays noted.</p>
T7	<p>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.</p> <p><i>Rationale: 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.</i></p>	<p>It is acknowledged that whilst not all pedestrians and cyclists will be delayed by the increased barrier down time, they will all be subjected to the increased safety risk associated with the existing level crossings. The trade off in potential additional travel time / distance with the Project will be countered by the increase in safety for and decrease in annoyance by those who would previously had to wait for the barriers.</p> <p>It is noted that a concept level of design has been used to inform the designation boundaries. The final design of the active mode bridges will be subject to further refinement as part of the detailed design process and subject to the proposed conditions. This includes the Urban and Landscape Design Management Plan (ULDMP) condition which requires details on how the following to achieve the objective of the ULDMP:</p> <ul style="list-style-type: none"> • Clause (f)(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; • Clause (f)(iii) - Promotes inclusive access (where appropriate). • Clause (f)(iv) - Promotes a sense of personal 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...
T8	<p>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.</p> <p><i>Rationale: 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</i></p>	<p>The travel time shown is an approximation and will vary throughout the day i.e. likely to be greater during the peak periods.</p>

Ref	Request	Auckland Transport Response
	<p><i>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.</i></p>	
T9	<p>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.</p> <p><i>Rationale: 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.</i></p>	<p>The travel time shown is an approximation and will vary throughout the day i.e. likely to be greater during the peak periods.</p>
T10	<p>Review the traffic turning volumes used in the SIDRA modelling analysis for the Manuia Road / Great South Road intersection for 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><i>Rationale: 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 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.</i></p>	<p>For vehicles travelling from the south, they have the ability to access the industrial area via Taka Street where less delay will be experienced as there are less signals to travel through. We have also undertaken a sensitivity test with the RT volume increased to 50veh/hr with the overall intersection LOS remaining at C for both peaks.</p>
T11	<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><i>Rationale: 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.</i></p>	<p>We acknowledge this as an error in the report. The LCSS risk scores has been extracted from the "Auckland Metro South Pedestrian Crossing LCSIA", Stantec .2018. The 'existing score' reported in the TAR does not account for the proposed upgrades that has since been implemented i.e. automatic gates, flashing lights etc. The 'Future score' reported is reflective of these improvements which is representative of the existing environment. The future receiving environment as noted would increase the risk rating given the expected increase in pedestrian and no other improvements are anticipated.</p>
T12	<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><i>Rationale: 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.</i></p>	<p>The Assessment of Alternatives supplied as Appendix A of the AEE at lodgement (Volume 2) discusses the process and rationale for determining the proposed TLC network including the alignment of turning heads. In particular, the text at 10.3.4.1 of the Assessment of Alternatives sets out the rationale for the turning head arrangements – "... for the culs-de-sac, the preference was to follow the existing road alignment as much as practicable except where the property impact or identified constraints could be minimised by shifting slightly offline (e.g. the western cul-de-sac). The location and flexibility requirements in the design of this crossing have been discussed and agreed with AT SMEs".</p> <p>It is noted that there is some flexibility provided by the designation boundary which may be able to accommodate a slightly offset asymmetrical arrangement in future.</p>
T13	<p>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.</p>	<p>This should read as there is potential for significant travel time effects for freight similar to that of general traffic. However, it is noted that these effects are not permanent and are only temporary during construction.</p>

Ref	Request	Auckland Transport Response
	<p><i>Rationale:</i> 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.</p>	
T14	<p>Provide clarification as to the connections that are required to mitigate the traffic effects during construction of Taka Street.</p> <p><i>Rationale:</i> 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.</p>	<p>The TAR recommends that at least three connections are provided in the network at the time of construction. This is based on the scenarios tested which demonstrates the range of effects that could result. The TAR overall illustrates how there could be multiple options for undertaking and sequencing the works, whilst achieving the recommended outcome and managing potential effects. A scenario where Spartan Road and Manuroa Road are kept open, Manuia Road is constructed and operational, and Walters Road is also open (four connections in the overall network), presents only one potential option.</p> <p>As set out in the AEE, a set construction sequencing is not proposed at this stage with this decision based on a range of factors such as project funding, network performance and likely capacity at the time of construction. The TAR provides a baseline understanding of the potential effects from various construction scenarios. The proposed Construction Traffic Management Plan (CTMP) condition provides a mechanism to respond to the TAR recommendations and ensure that effects can be effectively mitigated and managed.</p> <p>It is further noted that the Construction Environmental Management Plan (CEMP) condition requires details of “the construction works programmes and the staging approach” (refer to clause (a)(iii)).</p>
T15	<p>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.</p> <p><i>Rationale:</i> 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.</p>	<p>A concept level of design has been undertaken to inform the designation boundaries. The bridges will meet minimum standards for vertical geometry (including maximum grades and vertical crest and sag curves) required by Auckland Transport.</p>
T16	<p>Demonstrate how pedestrian / cycle access could be provided to Takanini Town Centre from the proposed bridge.</p> <p><i>Rationale:</i> 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.</p>	<p>There will be a change in movement and accessibility for this immediate local context for active mode users compared with the existing situation. However, the indicative design includes access lanes to properties directly adjacent to the Walters Road bridge to facilitate movement and provide alternative access onto the main Walters Road corridor. Additional opportunities to provide direct pedestrian access from the bridge to adjacent properties (e.g., the Town Centre) and increase local accessibility are not precluded by the designation footprint and could be further explored in future as detailed design and stakeholder engagement progresses.</p> <p>Clauses in the Urban and Landscape Design Management Plan (ULDMP) condition relating to active mode connectivity (for example (e)(ii) which refers to how the project “provides appropriate walking and cycling connectivity to and interfaces with existing or proposed adjacent land uses”) could occasion further consideration of such a connection.</p>
T17	<p>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.</p> <p><i>Rationale:</i> 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</p>	<p>Section 11.2.4 of the AEE covers how the technical specialist recommendations made in the TAR are responded to through the proposed conditions. The proposed conditions including the Construction Traffic Management Plan (CTMP) condition are intentionally phrased to be outcomes focused, recognising the longer implementation timeframes for the Project. The recommendations made in the TAR have been provided to demonstrate the feasibility of a construction methodology and are provided for and addressed in the proposed conditions as a whole. It is likely to be inappropriate to provide for specific recommendations now when the likely construction sequencing and receiving environment has yet to be confirmed, i.e. that will be better confirmed upon implementation of works when details of network capacity and other construction projects in the area are known.</p> <p>The specific recommendations on timing and network capacity can be considered through the following clauses of the CTMP condition which requires details that include the following to achieve the objective of the CTMP:</p> <ul style="list-style-type: none"> • Clause (a)(i) - methods to manage the effects of temporary traffic management activities on the traffic; • Clause (a)(ii) - measures to ensure the safety of all transport users; • Clause (a)(iii) - the 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;

Ref	Request	Auckland Transport Response
	do not specifically include the recommendations from the TAR which are required to manage the effects of the construction and operation of the NoRs.	<ul style="list-style-type: none"> • Clause (a)(v) - identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists; • Clause (a)(x) - details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters; and • - Clause (a)(xi) - details of any measures proposed to be implemented in the event thresholds identified in (x) being exceeded. <p>It is further noted that the Construction Environmental Management Plan (CEMP) also requires details of the “construction works programmes and the staging approach” (refer to clause (a)(iii).</p>
Urban Design		
UD1	<p>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.</p> <p><i>Rationale:</i> To provide indicative detail of proposed massing relationships and adequacy of suggested setbacks and areas of landscape mitigation.</p>	<p>The concept level of design has been undertaken to inform the designation boundaries. The following information can be used to gain a general understanding of the massing of the proposed structures:</p> <ul style="list-style-type: none"> • The General Arrangement Plans (refer to Volume 3 of the lodgement package); • The indicative project details and work descriptions in Section 3.3 of the AEE i.e., vertical and horizontal clearances (refer to Volume 2 of the lodgement package); • The visualisations in Section 10.4 of the AEE (refer to Volume 2 of the lodgement package). <p>The proposed works including structures relative to the boundaries will be further refined as part of the Outline Plan and management plan process.</p>
UD2	<p>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.</p> <p><i>Rationale:</i> To provide indicative detail of proposed massing relationships and adequacy of suggested setbacks and areas of landscape mitigation.</p>	
UD3	<p>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.</p> <p><i>Rationale:</i> To provide indicative detail of proposed massing relationships and adequacy of suggested setbacks and areas of landscape mitigation.</p>	
UD4	<p>Please provide explanation of proposed access arrangements for 21-25 Walters Road. It is noted that in other similar circumstances an access lane arrangement is shown for future access of residual residential parcels.</p> <p><i>Rationale:</i> To determine in broad terms effectiveness of post construction integration and urban design outcomes.</p>	<p>The sites located at 21-25 Walters Road are fully within the proposed designation boundaries and will need to be acquired to implement the Project. At the Completion of Construction, the Designation Review condition provides a mechanism for the Requiring Authority to review land that may no longer be required for the on-going operation, maintenance or mitigation of effects of the Project. In the case that this land is no longer required at this point, access to the site(s) could be provided off Braeburn Place. Access lanes are provided elsewhere in the Project where there is a need to provide access to remaining adjacent properties (i.e., those not within the designation boundaries).</p>
UD4	<p>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.</p> <p><i>Rationale:</i> To determine in broad terms effectiveness of post construction integration and urban design outcomes.</p>	<p>The General Arrangement Plans show the indicative design (to inform the designation boundaries) but are scaled and can be referred to for understanding the indicative dimensions of these access lanes. They have been designed considering the future receiving environment (including what is Plan-enabled and anticipated by PC78/NPS:UD mandatory direction), and with due consideration to relevant Auckland Transport design standards.</p>
UD6	<p>Please provide explanation of the vehicle turning provisions for 7-13 Taka St. Why is a turning head not required?</p> <p><i>Rationale:</i> To determine in broad terms effectiveness of post construction integration and urban design outcomes.</p>	<p>A turning head is not proposed or required as this effectively functions as a driveway access for accessing the adjoining properties and is not a public access lane. Vehicles can undertake the necessary manoeuvres within the respective adjoining properties.</p>

Attachment A – Updated Assessment of Landscape and Visual Effects Report

Refer to separate document

Attachment B – Updated Assessment of Effects on the Environment (AEE)

Refer to separate document

Attachment C – Updated Social Impact Assessment – Appendix D: Indicators of Social Impacts and baseline data

Refer to separate document

Attachment D – Updated Social Impact Assessment – Appendix E: Impact Assessment

Refer to separate document