

Attachment A - Social Impact s92 response

P24 - Please provide further information as to whether a pedestrian / cyclist connection from Beaumonts Way to Weymouth Road has been considered as one way of mitigating adverse effects of the proposed closure of Beaumonts Way road connection to Weymouth Road. If it has been considered and dismissed please provide reasons.

At this stage of design all potential rerouting of pedestrians and cyclists were considered. The Urban Landscape Design Management Plan (ULDMP) condition specifies that access for pedestrians and cyclists will be retained, or an appropriate alternative provided, for example:

“(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:

- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;*
- (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;”*

Active mode connectivity between Beaumonts Way and Weymouth Road is also included as a specific design outcome in the Urban Design Evaluation report and will be addressed as part of the ULDMP. Therefore, it is expected that this active mode connection would be retained as part of the Project and considered that there were not specific social effects that required assessment.

SIA1: Please clarify the methodological scope of the Social Impact Assessment in relation to the Phases of the Project.

To clarify, the SIA considers the actual and potential social impacts within project stages set out in Table 1 below.

We have separated out the designation phase prior to property acquisition. As these designations are anticipated to be for a longer period, we considered it important to capture the impacts of a longer designation on property owners that would not be captured by other specialists.

Table 1: Project phases assessed in the SIA

Project phases	Description
Planning	The period of time before the designation is confirmed. This includes the Notice of Requirement process.
Designation	Refer to 8.1 of the SIA:

Project phases	Description
<p>Note this project phase is also referred to as 'Pre-construction' in section 3.2.1.2 of the SIA. This is an error and both words are used to refer to the same project phase.</p>	<p>"The period of time from the confirmation of the designation but prior to detailed design, property acquisition (initiated by the requiring authority) and construction. Most property acquisitions are likely to occur 2-3 years prior to construction once Project requirement is triggered and detailed design is confirmed. There may be some property acquisition in this designation phase, but this is likely to only be in special circumstances and initiated by the landowner; that is, where the owner seeks early acquisition, and this is approved by the requiring authority.</p> <p>The duration of this phase will depend on when each individual Project will be implemented; most likely this will be around 10 - 15 years."</p>
<p>Construction</p>	<p>Refer to 8.2 of the SIA:</p> <p>"This phase is the period in which the requirement for the Project is activated and detailed design, property acquisition (noting some early property acquisition initiated by landowners may have already occurred) and construction takes place."</p>
<p>Operation and maintenance</p>	<p>Refer to 8.3 of the SIA:</p> <p>"The operation of the Project will take place largely within a future social environment and could be different to the existing environment both in terms of form and community members, particularly within the future urban area in Takaanini. The assessment speaks to the high-level impacts of the proposed network."</p>

SIA 2: Please provide further information regarding engagement and consultation with landowners, stakeholders and affected businesses and residents, in particular who has been engaged, whether they are directly and indirectly impacted and what their feedback was.

Further information on community information days and engagement throughout the life of the project since 2017 can be found in Section 4 of the South FTN AEE.

In regard to the comments on Section 7, a summary on the engagement that occurred between 8 March and 8 May 2023 can be found here: <https://findoutmore-supportinggrowth.nz/south-frequent-transit-network/engagement-summary-1>

The themes provided in Section 7 of the SIA are a summary of relevant feedback from the meetings and events that the SIA team attended and where the SIA team did not attend were based on

briefings held from the engagement team who were directly involved and a review of engagement summaries produced.

Given the scale of the events and surveys prior to the Notice of Requirement stage of the process, which was more focused on landowners, we were not able to obtain the exact location of all the community members that were spoken to; but as shown in the above engagement summary it was a targeted effort to obtain feedback from the local community.

The directly affected parties can be found in the Form 18s and all directly affected parties have been consulted with to a different degree based on uptake. The engagement undertaken during the NoR phase of the project, alongside other phases, can be found in the South FTN AEE which provides a comprehensive overview of the affected parties to date.

The Project Team, including the SIA team, will continue to meet and engage with directly affected landowners as required, to ensure landowners have adequate information about the Project. Prior to detailed design and construction, further engagement will be undertaken by the requiring authority as needed to manage the effects of the Project.

Specific provision for ongoing engagement is set out in the proposed conditions. These include the requirement for a Stakeholder and Community Engagement Plan (**SCMP**) to be prepared to identify how the public and stakeholders (including directly affected landowners and adjacent owners and occupiers of land) will be communicated with, prior to and throughout the construction of the Project.

Table 11 at section 10.13 of the AEE sets the actual and potential effects of the proposed designated works by topic together with the proposed mitigation responses and corresponding conditions where those responses are captured in conditions.

SIA 3: Please provide further information regarding the process by which the SIA has informed the matters assessed by other technical specialists.

This process commenced prior to completion of the SIA through the social screening during options analysis and feedback to the multi-disciplinary team (prior to my engagement), participation in designation corridor analysis workshop 13 July 2023 and feeding back to the team of other technical specialists on the social infrastructure present and social fabric of the community including key vulnerabilities and requirements. Furthermore, discussion during site visits and during reporting where required.

As noted, the assessment of social impacts has been set out and assessed in the SIA, in particular Appendix E which evaluates each phase of the Project. It takes into consideration other specialist's reports but does not depend on these assessments to identify social change.

SIA 4: Please provide further information that enables cross-referencing to ensure mitigations proposed in Appendix E and Sections 10.1 and 10.2 are included in the proposed Conditions, which also states responsibility on specific management plans (including the SCEMP) for these proposed mitigation strategies.

A column has been added to Appendix E to reference the corresponding proposed conditions. See additions in [purple](#).

Note that the corresponding condition is referenced but this does not mean that all of the mitigation recommended by the SIA is covered by this condition. Furthermore, some recommended mitigation is

not covered by the proposed conditions, and this is noted accordingly. It is at the planner's discretion as to whether to adopt the recommended mitigation and what is included in the conditions.

SIA 7: Please provide a comprehensive list of all directly affected and in-proximity community and social infrastructure that is impacted by designation and construction phases in each NoR (Project Area level).

A list of directly affected and in-proximity community and social infrastructure is provided. This is a collation of the existing tables in Appendix C of the SIA. Amendments have been made to include additional community and social infrastructure not previously mentioned in the SIA and to provide additional clarification; these amendments are in purple. Cross referencing to the relevant sections of the SIA that assesses impacts has also been provided for community and social infrastructure directly affected by the designation.

Parks and reserves were previously included in Figures 6-3, 6-5, 6-7 and 6-9 but not specifically listed in Appendix C. These are now added to this list.

Appendix E is intended to outline all of the relevant impacts assessed as part of the SIA. Section 9 is a summary of these assessed impacts and does not necessarily cover all the impacts identified in Appendix E.

As explained in response to P24 all potential rerouting of pedestrians and cyclists were considered. However, the Urban Landscape Design Management Plan (ULDMP) condition specifies that access for pedestrians and cyclists will be retained, or an appropriate alternative provided, for example:

“(f) To achieve the objective, the ULDMP(s) shall provide details of how the project:

- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;*
- (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;”*

The Construction Traffic Management Plan also specifies that detour routes are identified if required. For example:

“(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists;”

Therefore, it is expected that pedestrian connections, including to Te Mahia Station, the walkway at 326 Great South Rd and Kirks Bush would be maintained, and it is considered that there are not specific social effects requiring assessment.

Appendix E has also been amended to better articulate the impacts on these community facilities: Tadmor Park, Alfriston Park, The Rainbow Corner Early Learning centre, Solomon Group and All About Childcare – Ōpaheke.

SIA 8: Please explain why the Franklin Local Board area is not included as part of the ‘wider community’ – social area of influence.

Franklin Local Board was not included because the area impacted was covered in the wider community area already. Any social impacts to the surrounding area are specifically related to road use and not community specific. They could be understood by looking at the potential social impacts of users of Great South Road where there may be construction disruptions. We did not consider a specific focus on the Franklin community was required as beyond standard construction disruption the screening of social areas of influence did not identify community specific impacts that were not already covered in the existing assessment area.

List of directly affected and in proximity community and social infrastructure

Manurewa – Community Facilities

School	Impacted by designation?	Description of impact and reference to assessment
Hillpark School	No	
Rowandale School	No	
St Anne's Catholic School	No	
Manurewa Intermediate	No	
Manurewa West Primary School	No	
Manurewa East School	No	
Alfriston College	No	
Randwick Park School	No	
Te Kura Akonga O Manurewa	No	
Greenmeadows Intermediate School	No	
Manurewa South School	No	
James Cook High School	No	
Manukau Christian School	No	

Childcare/Preschool/Kindergarten	Impacted by designation?	Description of impact and reference to assessment
TuiTui Educare	No	
Nanaksar Educare Center	No	
BestStart Maich Road	No	
Pukeko Preschool Manurewa	No	
Gaia Forest Preschool	No	
BestStart Manurewa Central	No	

Childcare/Preschool/Kindergarten	Impacted by designation?	Description of impact and reference to assessment
Small Oaks Early Learning Centres	No	
Kiddy Winks Kindy	No	
Manurewa Playcentre	No	
BestStart Weymouth	No	
Alfriston Road Kindergarten	No	
Barnados Early Learning Centre	No	
Busy Bees Pre-school (Previously known as ChoiceKids Childcare Alfriston Road)	Yes (partial)	Designation proposed along the site frontage over the pre-school carpark. Busy Bees Pre-school at 52 Alfriston Rd has been assessed by the SIA. The SIA refers to ChoiceKids ChildCare Alfriston Rd which is its previous name. Please see section 9.4.1 and Appendix E on page 115.
The Rainbow Corner Early Learning Centre	Yes (partial)	Designation proposed along the site frontage which includes part of the outdoor play area including sandpit. The centre was considered and assessed previously based on previous aerial imagery that did not show this outdoor play area. An updated assessment of this is provided in the Amendment to Appendix E.
Early Learning Counties Manukau	No	
Kindercare Learning Centre	No	
BestStart Porchester Road	No	

Place of Worship	Impacted by designation?	Description of impact and reference to assessment
Covenant Presbyterian Church	No	
Manurewa Methodist Church	Yes (partial)	Designation proposed along the site frontage. No buildings are included within this. Refer to Section 9.4.1, 9.5.1, and Appendix E page 115, 118, 119 for assessment.
Manurewa Seventh-day Adventist Church	No	
LifeChurch Manurewa	No	

Place of Worship	Impacted by designation?	Description of impact and reference to assessment
Cambodian Temple Takanini (Wat Khemeraphiratam)	Yes (partial)	Designation proposed along the grassed site frontage up to the existing wall. The existing wall, buildings and carpark are outside of the designation area. Refer to Section 9.4.1, 9.5.1, and Appendix E page 115, 118, 119 for assessment.
Porchester Islamic Centre	Yes (partial)	Designation proposed along the grassed frontage, including the existing rail and post fence. The existing buildings and carpark are outside of the designation area. Refer to Section 9.4.1, 9.5.1, and Appendix E page 115, 118, 119 for assessment.
The Render Gathering	No	
The Church of Jesus Christ of Latter-day Saints	No	
Manukau New Life	No	
Nanaksar Sikh Temple	No	
Masjid Ayesha Auckland	No	
Manurewa Bible Church	No	
St Andrews Presbyterian Church	No	
St Anne's Catholic Church Manurewa	No	
Manurewa Baptist Church	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Manurewa Healthcare Centre	General Practice	No	
Local Doctors – Manurewa Trust Health Care	General Practice	No	
Baderdrive Doctors Manurewa	General Practice	No	
Manukau Superclinic	Specialist outpatient and	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
	day procedure facility		
Leabank Health Centre	General Practice	No	

Aged Care Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Alfriston Court and Gallaher Court	Haumaru Housing – Communities for older people	Yes (partial)	<p>Alfriston Court was identified in the SIA, please see section 6.4.1.1 and Table 12-5.</p> <p>Gallaher Court is located on the neighbouring site and was not distinguished from Alfriston Court in the SIA.</p> <p>The designation extends over the frontage and the vehicle accessway of both sites and no buildings fall within the designation boundary.</p> <p>Impacts to way of life arising from disruption of access to residential properties during construction have been assessed at a general level, refer to section 9.4.1. Therefore, it was considered that no specific assessment was needed.</p>
Elmwood Care Centre and Village	Rest Home and Retirement Village	No	
Bupa Erin Park Retirement Village	Care Home and Retirement Village	No	
Ultimate Care Manurewa	Specialised multi-cultural resident-aged care	Yes (partial)	<p>The designation extends over some of the driveway access.</p> <p>Impacts to way of life arising from disruption of access to businesses, community facilities and residential properties during construction have been considered and assessed at a general level. Refer to section 9.4.1.</p> <p>Health and wellbeing impacts arising from construction noise have been also assessed in section 9.4.1 and in Appendix E on page 117.</p>
McEwan House Rest Home	Rest Home	No	

Aged Care Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Autumn Lodge Retirement Home & Hospital	Retirement Home and Care Home	No	
Bloom Manurewa East	Apartments for people aged over 55	Yes (partial)	The designation extends over the frontage and the vehicle accessway/ No buildings fall within the designation boundary. Impacts to way of life arising from disruption of access to residential properties during construction have been considered and assessed at a general level. Refer to section 9.4.1.

Social Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Oranga Tamariki – Ministry for Children	Offices involved in the provision of family and social services for children.	Yes (full)	The whole property is designated, and this would result in the loss of this Oranga Tamariki office in this location. This has been assessed in the SIA, refer to section 9.4.1 and Appendix E on page 116.
Manurewa Community Corrections	Community and probation facility for the Department of Corrections	No	
Manurewa Police Station	Police Station	No	
Senior Services	Offices involved in the provision of social services to the older population. Ministry of Social Development.	No	
Work and Income	Involved in the provision of services for low income people, or people who are not working under the Ministry of Social Development.	No	
Manurewa Fire Station		Yes (partial)	Partial designation over the Fire Station frontage onto Great South Rd.

Social Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
			This has been assessed in the SIA, refer to Section 9.4.1 and Appendix E on page 116.

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
St John Manurewa Hall	Hato Hone St John Youth Programme Facility Occupants (leased building)	Yes (full)	The whole property is designated. This has been assessed in the SIA, refer to Section 9.4.1 and Appendix E on page 116.
Manurewa Cosmopolitan Club	Members Club with sporting and gaming facilities. Restaurant and Bar on site. The facility has a number of spaces which can be hired for external events and gatherings such as small concerts, weddings and parties.	Yes (partial)	Partial designation over the property frontage, six carpark may be unable to be used during construction. No buildings within the designation. Impacts arising from disrupted access and reduction in on site parking for businesses and community services is assessed in the SIA. Refer to section 9.4.1 and Appendix E, page 115.
Manurewa Citizens Advice Bureau	Free and confidential advice service.	No	
Hill Road Pharmacy	Prescriptions, medicines and first aid advice	No	
Manurewa Library	Council owned public Library providing information services, computer and internet facilities and bookable meeting rooms. The library often runs community events and facilitates information sessions.	No	
Manurewa Medical Centre Pharmacy	Prescriptions, medicines, first aid advice, passport photos. Associated with doctor and	No	

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
	optometry services in vicinity.		
Resthaven Funeral Services	Funeral Home	No	
Manurewa Leisure Centre	Council owned facility provides recreational spaces. Often used for casual sport, children's events such as birthdays, weddings. Centre also provides an after school and out of school care service (OSCAR), as well as school holiday programmes.	No	
Pet Doctors Manurewa	Veterinary Facility has now been closed	No	
Te Ara Poutama (Alternative Education Trust)	Alternative education centre for 13- to 16-year-olds. Occupants (leased building)	Yes (full)	The whole property including the building is designated. This has been assessed in the SIA, refer to Section 9.4.1 and Appendix E on page 116.

Parks and Reserves

Name / Address	Impacted by designation?	Description of impact and reference to assessment
Anderson Park / 58R Great South Rd, Manurewa	Yes (partial)	Designation along the park's frontage with Great South Road. There is potential for the removal of some mature trees, disruption of one access during construction of a new footpath / cycle path. The size of the park may also be reduced. While not specifically mentioned in Section 9.4.1, social impacts arising from the removal of trees and small reduction in size of Anderson Park during construction have been

Name / Address	Impacted by designation?	Description of impact and reference to assessment
		<p>considered and assessed in the SIA as outlined in Appendix E on page 115.</p> <p>Impacts arising from change in access to the park were considered but not specifically commented on. This is because there are alternative access points to the park nearby on Grande Vue Rd that are outside of the designated area. The Open Space Management Plan condition also requires details to be provided on how the ongoing operation of and access (including walking and cycling) to open spaces including Anderson Park during construction will be maintained in accordance with the Construction Traffic Management Plan.</p>
Alex Maich Park / 93 Maich Road	No	
Walpole Reserve / 4 Walpole Avenue	No	
Tadmores Park / 238R Great South Road, Manurewa	Yes (partial)	<p>Designation along the park's frontage with Great South Rd. The designated area includes a picnic table, open space, mature trees and an accessway.</p> <p>No specific assessment of Tadmores Park was included in the SIA. This has now been added to the Amendment to Appendix E.</p>
Gallaher Park / 21R Alfriston Road, Manurewa	No	<p>The designated area includes the accessway and some carparking which could be disrupted during construction. None of the playing fields are within the designation area.</p> <p>It is expected that the existing property access condition along with the Open Space Management Plan will ensure access is maintained throughout construction therefore no specific assessment was included in the SIA.</p>
Beaumonts Park / Beaumonts Way	No	
Arlene Schutz Park	No	

Name / Address	Impacted by designation?	Description of impact and reference to assessment
Alfriston Park / 26R Saralee Drive, Manurewa	Yes (partial)	<p>The designated area includes approximately half of the grassed open space area and the foot path providing pedestrian connection from Saralee drive to Alfriston Rd for the installation of a stormwater device. It is expected that the ULDMMP condition will ensure that pedestrian connection is maintained.</p> <p>The remainder of the park to the north including the playground is outside the designation and not impacted.</p> <p>No specific assessment of Alfriston Park was included in the SIA. This has now been added to the Amendment to Appendix E.</p>
Randwick Park	No	

Takaanini - Community Facilities

School	Impacted by designation?	Description of impact and reference to assessment
Papakura Normal Primary School	Yes (partial)	Designation is proposed along the school's frontage with Great South Rd and Walters Rd. The school also adjoins the Great South Rd and Walters Road intersection upgrade. This has been assessed in the SIA, refer to Section 9.4.2 and Appendix E on page 120-122.
Conifer Grove School	No	
Takanini School	No	

Childcare/Preschool/Kindergarten	Impacted by designation?	Description of impact and reference to assessment
Learning Adventures Takanini	No	
Blossoms Educare Takanini	No	

Places of Worship	Impacted by designation?	Description of impact and reference to assessment
St Aidans Takaanini	No	
The Church in Auckland	No	
Takanini Gurdwara Sri Kalgidhar Sahib	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Takanini Medical Centre	General Practice	No	
Conifer Gardens Medical Centre	General Practice	No	
Prana Family Health	General Practice	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Counties Medical Integrated Health Takanini	Urgent Care Facility / After Hours and General Practice	No	
Ge Health Care	General Practice	No	

Aged Care Facility	Impacted by designation?	Description of impact and reference to assessment
Longford Park Retirement Village	No	
Lady Elizabeth Residential Home	No	
Takaanini Care Centre	No	

Social Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Takanini Community Constable	Community Police	No	
Papakura Community Probation Service	Community and probation facility for the Department of Corrections	No	

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Te Paataka Koorero o Takaanini Takaanini Library and Community Hub	Library and community facility with study spaces, internet access, a community kitchen and children's play area. Community facilities also available for hire.	No	
Animates Takanini	Veterinary Services, pet grooming and other pet supplies.	No	

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Unichem Takanini Pharmacy	Prescriptions, medicines and first aid advice	No	
Takanini Hall	Auckland Council community facility available for hire for a variety of event types. Has seated capacity of 150. Often hired for large group events and performances.	No	
Veterinary Associates Takanini	Veterinary Services including surgical facilities.	No	
Pulman Arena and Recreation Centre	Indoor sporting facility with dynamic uses. Conference facility also on site with 150 person capacity.	No	
Takanini Family Service Centre	Integrated social service facility for families. A variety of spaces available, and regular family and parent workshops are provided.	No	
Solomon Group – Educational Institution	Māori private training establishment providing training and support services in employment, education and youth services.	Yes (partial)	<p>The designation extends over existing carparking area at the front of building and this carparking is unlikely to be able to be retained.</p> <p>This facility was not identified or assessed in the SIA. This has now been assessed and included in the Amendment to Appendix E.</p>

Parks and Reserves

Name / Address	Impacted by designation?	Description of impact and reference to assessment
Challen Reserve	No	
St Aidans Reserve	No	Located adjacent to designation. Pedestrians can access the park from any point along its frontage with Great

Name / Address	Impacted by designation?	Description of impact and reference to assessment
		South Road or from Walter Stevens Drive. Therefore, it is not considered that specific assessment is required.
Manuroa Reserve	No	
Clarice Playground	No	
Bruce Pullman Park	No	
McLennan Park	No	
Kauri Heart Park	No	
Takanini Reserve	No	
Awakeri Wetlands	No	

Papakura – Community Facilities

School	Impacted by designation?	Description of impact and reference to assessment
Rosehill Special School	No	
Opaheke Primary School	No	
St Mary's School (Papakura)	No	
Papakura Central School	No	
Rosehill College	No	
Papakura High School	No	
Papakura Intermediate School	No	
Te Maunga Kohungahunga Kohanga Reo	No	
Te Kōhanga Reo o Pukeroihi	No	
Edmund Hillary School	No	

Childcare/Preschool/Kindergarten	Impacted by designation?	
All About Children Childcare - Opaheke, Papakura, Auckland	Yes (partial)	The designation is along the site frontage with Great South Road. Based on updated aerial imagery, this is likely to result in the acquisition of the outdoor play area. This was not previously assessed by the SIA and has now been included in the Amendment to Appendix E.
BestStart Tironui Road	No	
BestStart Marne Road	No	
BestStart Onslow Road	No	
Kereru Park Campus	No	
Nature's Point Childcare	No	

Places of Worship	Impacted by designation?	Description of impact and reference to assessment
Harvest Christian Church	No	
Redeemed Worship Centre	No	
Mahima Worship Centre	No	
Al-Iqra Islamic Centre	No	
First Presbyterian Church	No	
Papakura Seventh Day Adventist Church	No	
Papakura Baptist Church	No	
The Church of Jesus Christ of Latter-day Saints	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
The Wood Street Doctors	General Practice	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Clevedon Road Medical Centre	General Practice	No	
Papakura East Medical Centre	General Practice	No	
Counties Medical Integrated Health	Urgent Care Facility / After Hours and General Practice	No	
Roselands Doctor	General Practice	No	
Papakura Family Medicine Clinic	General Practice	No	
Papakura Private Hospital	Respite and end of life care	No	
District Nurse Clinic Papakura		No	

Aged Care Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Cecilias Rest Home	Rest Home	No	
Keringle Park Residential Care	Rest Home	No	
Marine Village North	Retirement Home	No	
Janella Rest Home	Rest Home	No	
Coles Village	Retirement Home	No	
Pahurehure Flats	Rest Home	No	
Papakura Oaks Retirement Village	Retirement Home	No	
Longford park Retirement Village	Retirement Home	No	

Social Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Papakura Ambulance Station	St Johns Ambulance	No	
Papakura Local Board Office	Local Board Office	No	

Social Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Papakura Central Police Station	Police Station	No	
Papakura District Court	District Level Court	No	
Papakura Fire Station	Fire Station	No	

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Franklin Vets	Domestic and commercial/farming veterinary services.	Yes (partial)	The designation is along the frontage with Great South Rd and includes the grass berm area. Disruption to businesses during construction is already assessed at a general level, refer to Appendix E, page 123.
Papakura Cemetery	Operative cemetery	No	
Papakura Parents Centre	Childbirth Education (antenatal classes), Parent Support (Coffee Group and Playgroups) and Parent Education classes	No	
Plunket Papakura	Free service for health and wellbeing of children under five.	No	
Sir Edmund Hillary Library	Council owned public library and Auckland Council services centre. Rates payments, requests for services, property services.	No	
Vets at 77 – General and Emergency Care	General veterinary care	No	
Life Pharmacy Papakura	Immunisations, prescriptions and first aid services.	No	

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Papakura Old Central School Hall	Auckland Council community facility available for hire for a variety of event types.	Yes (partial)	<p>The designation covers the some of the frontage of 57R Wood St with Great South Road. The Hall itself is located outside the designation.</p> <p>Impacts arising from disruption during construction, parking and potential tree and stone wall removal have been assessed in the SIA, refer to 9.4.3, Appendix E, page 123.</p>
Papakura Leisure Centre	Gym and leisure centre	No	
Papakura Marae	Marae providing cultural, health and social service	No	
Papakura Cadet Unit	Army cadet youth organisation	No	
Papakura Club Inc	Sports bar, restaurant and function space	No	
Papakura War Memorial		No (adjacent)	<p>The Memorial itself is not within the designation but is surrounded by this and would have construction works immediately surrounding it, including for the construction of an active mode connection behind the memorial.</p> <p>Impacts related to community heritage are assessed in Appendix E on page 123 although not specifically noted in section 9.4.3.</p> <p>Specific consideration of ANZAC day events has been added to Amendment of Appendix E.</p>

Parks and Reserves

Name / Address	Impacted by designation?	Description of impact and reference to assessment
Massey Park	No	
Mansel Park	No	
Central Park	Yes	<p>The designation covers the some of the frontage with Great South Road and Opaheke Rd.</p> <p>Impacts arising from disruption during construction, parking and potential tree and stone wall removal have been assessed in the SIA, refer to 9.4.3, Appendix E, page 123.</p>
Chisholm Corner	Yes (partial)	<p>Designation proposed over approximately half of Chisholm Corner. Based on indicative design it is anticipated that this would provide for an altered walking and cycling connection and additional space to be used temporarily during construction.</p> <p>It is expected the ULDMP condition and the CTMP condition will ensure that walking and cycling connections through Chisholm corner will be maintained. Therefore, it was considered that specific assessment is not needed.</p>
Youngs Park	No	
Prince Edward Park	No	
Ray Small Park	No	
Rollerson Park Community Garden	No	
Te Koiwi Park	No	
Southern Park / Kirks Bush	No (adjacent)	<p>Kirks Bush, including pedestrian access path is adjacent to the designation boundary.</p> <p>It is expected that the Construction Traffic Management Plan and Urban Landscape design Management Plan will ensure that appropriate walking and cycling connection to Kirks Bush will be provided for.</p>

Name / Address	Impacted by designation?	Description of impact and reference to assessment
		<p>There are also entrances to Kirks Bush can be accessed from other locations to the west.</p> <p>Therefore, it was considered that specific assessment is not required.</p>
Parkhaven Reserve	No	
Opaheke Sports Park	No	
Willis Bush Reserve	No	
Marybeth Reserve	No	

Drury – Community Facilities

School	Impacted by designation?	Description of impact and reference to assessment
Ngākōroa School	No	
Drury School	No	

Childcare/Preschool/Kindergarten	Impacted by designation?	Description of impact and reference to assessment
Drury Playcentre	No	
Young Petals, Early Learning Centre	No	
Wee Wisdom Montessori Preschool	No	

Places of Worship	Impacted by designation?	Description of impact and reference to assessment
Hoani Tapu Church	No	

Healthcare Facility	Function	Impacted by designation?	Description of impact and reference to assessment
Neuromed Limited	General Practice	No	
Franklin Health	General Practice	No	
The Doctors Drury	General Practice	No	
Rosehill Christian Medical Centre		No	

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
Town and Country Veterinary Services	General veterinary care	Yes (partial)	The designation is along the frontage with Great South Rd and includes the garden and one carpark.

Community Infrastructure	Function	Impacted by designation?	Description of impact and reference to assessment
			Disruption to businesses and their onsite carparking during construction is already assessed at a general level, refer to Section 9.4.4 and Appendix E, pages 125-126.
Drury Public Cemetery	Operative cemetery	No	
Drury Hall	Suitable for a range of different activities including classes, events, functions, and social celebrations.	No	
Drury Community Library	Independent community library	No	
Slippery Creek Boat Ramp	Boat ramp	Yes (partial)	The designation covers the accessway to Slippery creek reserve and boat ramp. Access will be disrupted and potentially closed during the upgrade of the bridge. Refer to Section 9.4.4 and Appendix E, pages 125 for assessment.

Parks and Reserves

Name / Address	Impacted by designation?	Description of impact and reference to assessment
Slippery Creek Reserve	Yes (partial)	The designation covers the accessway to Slippery creek reserve and boat ramp. Access will be disrupted and potentially closed during the upgrade of the bridge. Refer to Section 9.4.4 and Appendix E, pages 125 for assessment.
East Reserve	No	

Name / Address	Impacted by designation?	Description of impact and reference to assessment
Drury Domain and Playground	No	
Drury Sports Complex	No	
Parkhaven Reserve	No	

Ammendment to Appendix E

1 Appendix E – Assessment of social impacts

The tables in this Appendix provide a detailed assessment of impacts.

Please note: green text is used to highlight the positive impacts, and red text is used to highlight the negative impacts.

1.1 Wider community

Table 0-1 - Wider Community Assessment of Social Impacts

Wider community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Designation													
Fears and aspirations	Provides footprint of proposed future services for future development and growth. This is in accordance with community aspirations for improved walking, cycling and public transport as expressed in local board plans and from interviews and surveys undertaken by the Project Team.	Designating FTN route now ahead of development indicates the intention to improve public transport and walking and cycling services and where this will occur in relation to future growth and development.	Road and active transport users and developers.	All	Wider community	Long term-Until construction	Low – signalling the potential project but not delivering it at this phase	Somewhat likely – designation signals intention but project not funded for implementation yet	N/A	N/A	N/A	Moderate positive	N/A
Construction													
Way of life	Change and disruption to daily living routines and travel patterns	Lane closures, stop and go, detours and traffic congestion	Road and public transport users. Particularly users of Great South Rd which is a major community connector.	All	Immediate (property access), local and wider community.	Throughout construction	High	Almost certain	Likely	High	Traffic management and communication. Recommend that projects (and sections within each project) should be constructed in stages to minimize disruption across the network.	Moderate negative	Construction Traffic Management Plan (CTMP) condition Stakeholder Communication and Engagement Management plan (SCEMP) condition
Socio economic	Potential localized employment opportunities for staff constructing the Project.	Staff to construct projects	Future employees	All	Eligible members of the local and wider communities	Throughout construction.	High	Somewhat likely	Somewhat likely	Low	N/A	Low to moderate positive	N/A
	Potential disruption for businesses operating freight or reliant on freight	Lane closures, stop and go, detours and traffic congestion and access disruptions to business (subject to partial acquisition)	Business and freight operators dependent on great south road.	1	Wider community freight operators and businesses within project area dependent on	Short – medium term during construction (will be broken up due to staging)	Moderate	Almost certain	Likely	Moderate	Traffic management and communication. Recommend that projects (and sections within each project) should be constructed in stages to minimize disruption across the network	Moderate negative	CTMP condition & SCEMP condition

Wider community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
					couriers and or freight								
Operation													
Way of life	Increased connectivity for people without vehicles or with limited access to vehicles improving access to employment, education, places of worship and other services.	Bus priority interventions and separated walking and cycling paths.	Public transport users, pedestrians and cyclists	All	People with the wider community who use or would like to use public or active transport	Permanent	High	Likely	Very likely	High	N/A	High positive	N/A
Way of life	Improved equity of access due to provision of more public transport and active transport options.	Bus priority interventions and separated walking and cycling paths.	People who have limited or no access to a car including young people, elderly, those with financial hardships or have mobility impairments preventing them from driving.	All	Wider community	Permanent	High	Likely (there are also other factors that effect the suitability of public transport such as individuals work schedules and timing of operation or nature of work)	Likely	High	N/A	High positive	N/A
Way of life	Improved ability for commuters to use public transport as part of their daily travel routines, for work, school and leisure due increased frequency, efficiency and reliability of public transport reducing commute times	Bus priority interventions	Existing and future public transport users of Great South Road and Takaanini FTNs	All	People with the wider community who use or would like to use public or active transport	Permanent	High	Likely	Likely	High	N/A	High positive	N/A
Way of life	Disruption to daily travel routines and patterns with an increase in commuting travel time for private vehicle users by 1-2 minutes.	Change to signalized intersections and conversion of some existing vehicle lanes to bus lanes	Road users travelling along Great South Rd to access employment, education leisure and other community services	1, 3, 4	Wider community	Permanent however it is expected that people will adjust over time	Low	Somewhat likely	Unlikely	Low	N/A	Low negative	N/A
Community cohesion and connectivity	Increased options for people to connect within and between local communities	Bus priority interventions and separated walking and cycling paths.	Users of the improved public transport and active transport network.	All	Wider community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
Health and wellbeing	Increased physical activity through improving public transport, walking and cycling infrastructure.	Bus priority interventions and separated walking and cycling paths.	Pedestrians and cyclists	All	People with the wider community who use or would like to use public or active transport	Permanent	Moderate	Almost certain	Very likely	High	N/A	High positive	N/A
	Improved safety and reduction in deaths and serious injuries	Intersection upgrades and new or improved separated cycling paths.	All road users	All	Wider community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
Aspirations	Provision of transport network and improved transport choice	Bus priority interventions and separated walking and cycling paths.	Community members who support improved transport choice	All	Wider community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A

1.2 Local community

For the planning and designation phases and the impacts are similar for all of the local communities so these are outlined below under 'All local communities'. For the construction and operation phases of the project there are different impacts across the local communities so these are outlined in separate tables.

Table 0-2 - Local Community Assessment of Social Impacts

All local communities													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Planning													
Fears and aspirations	Designating transport improvements provides some certainty on what land will be required in the future.	Future route protection	Developers within the local community and owners/residents within the Future urban zone.	All	Wider and local communities.	Medium term-up to 15 years	Moderate	Somewhat likely	Somewhat likely	Very low positive	N/A	Very low positive	N/A
	Potential disruption of aspirations for property (i.e. expansion/development) and fear of economic and amenity impacts.	Potential restriction of designation and future acquisition and or corridor moving close to property.	Individual property owners/business owners and employees of properties within the designation area	All	Immediate community within the project/designation area	During the NoR process until designations are confirmed.	High – will be dependent on individual circumstance and response	Likely – dependent on individual circumstances and responses	Somewhat unlikely	High	Provision of information on rights and designation process	Moderate negative	N/A - this project phase occurs before the designation and therefore before the conditions are implemented
Health and wellbeing	Increased stress, anxiety and uncertainty for landowners, tenants, business owner and employees during the NoR process.	Duration of planning process, nature of Project "route protection" and Project being subject to funding and detailed design.	Individual property owners/tenants/business owners and employees of properties within the designation area particularly if they are not familiar with or find it difficult to understand the process.	All	Immediate community within the project/designation area	During the NoR process until designations are confirmed.	High – will be dependent on individual circumstance and response	Likely – dependent on individual circumstances and responses	Somewhat likely	High	Clear and ongoing communication throughout the NoR process. <ul style="list-style-type: none">Landowner meetingsChannels for Q&AProgress updates for all affected landowners (not just submitter)	Moderate negative	N/A - this project phase occurs before the designation and therefore before the conditions are implemented
Designation													
Way of life	A designation may restrict future development/alteration of a property prior to acquisition, potentially restricting how people	Designation constraints on private property	A smaller portion of landowners/leaseholders within the designation impacts the dwelling or	All	Very low– less than 5% of local communities	Medium term. Until properties are acquired.	Moderate – does not change current living circumstance	Somewhat likely- depends on individual circumstances and plans and	Unlikely	Moderate negative	This is largely mitigated by the s176 and PWA processes. May be an opportunity to provide flexibility where designation is required for more than 10 years.	Moderate negative	Consent for works in the designation under

All local communities													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
	live, work or recreate on their property.		business and a portion of land that they had plans to develop for business, leisure, or living. This is dependent on individual circumstances.				s but may prohibit ability to change/develop in the future	is subject to negotiation with the requiring authority					S176(1)(b) of the RMA & Land Use Integration Process condition
Fears & aspirations	Property owners' aspirations for the future and their property no longer be possible or made more uncertain due to the designation of property.	Designation constraints and uncertainty of timing of Project.	Property owners within the designation footprint where that owner had plans to develop for business, leisure or living.	All	A portion of the immediate community within the project/designation area.	Until properties are acquired. Medium term-up to 15 years	High - will be dependent on individual circumstance and response	Somewhat likely	Somewhat likely	Moderate	Communication and provision of clear information on what owners of designated properties are allowed to do on their property and what they need to seek approval for.	Low negative (dependent on level of mitigation available).	Project information condition
Community - stability	Instability within sub-local communities due to the uncertainty of timing of projects and long-term nature of designation	Prolonged period of impending change	Owners and occupiers properties within the designation area and their family or friends.	All	Immediate to local community – People within the designation area or family and friends	Until the timing of property acquisition and construction is confirmed. Likely to worsen at first and settle over time.	Moderate	Unlikely	Somewhat likely	Low negative	Communication regarding timing of projects and advanced notice of requirements.	Very low negative	Project information condition
Community - cohesion	Disruption of existing community networks and relationships.	Early property acquisition and people leaving the community	Local communities where property owners choose to sell earlier rather than wait until closer to construction.	All	Small extent during this phase as largely only properties requesting early acquisition. Depends on individual response and role within the communities.	Medium term-up to 15 years until construction is started (will continue during property acquisition phase but this is considered under 'operation')	Low	Unlikely	Somewhat likely	Very low negative	Prolonged settlement dates to allow people to find property within same community if desired (largely addressed as part of PWA process)	Very low negative	Public Works Act 1981 (PWA) process
Community character	Vacant businesses within local communities	Businesses withdrawing from premises due to future Project.	Local communities (more evident where more businesses are impacted)	All	Local community	Long term until operation	Moderate	Somewhat unlikely (length of designation, limited acquisition)	Somewhat likely	Low to moderate	Where properties are acquired AT can temporarily lease properties to ensure occupancy	Low to moderate negative	No corresponding condition

All local communities													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Health & wellbeing	Increased stress, anxiety and uncertainty for landowners/tenants and business owners/employees prior to acquisition given the long term designations without defined dates for projects.	Uncertainty of timing of Project	Individual property owners/tenants/business owners and employees of potentially affected properties – this will be dependent on individual circumstances and responses.	All	Immediate communities within the designation area. This will be dependent on individual circumstances and responses. Property owners.	Until properties are acquired. Medium term- up to 15 years	High – will be dependent on individual circumstances and response	Likely – dependent on individual circumstances and responses	Somewhat likely	Moderate - High	Communication and provision of information	Moderate to High negative	Project information condition
	Perceived reduction in safety of the area where properties/businesses remain vacant due to early acquisition or businesses withdrawing. Vacant buildings can attract antisocial behaviour before they are removed for construction	Early acquisition and or businesses withdrawing due to future designation and properties remaining vacant	Landowners of directly affected properties and neighbours	All	Individual property and neighbours	Until operation – up to 15 years.	High	Somewhat likely	Somewhat likely	Moderate	Tenant/rent acquired properties	Low to moderate negative	No corresponding condition

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Construction													
Way of life	Partial acquisition of businesses which may impact how businesses function	Removal of frontages including onsite parking of businesses	Directly affected business owners (e.g. LDV Car yard at 162 Great South Rd for 1C)	1C, 3	Immediate community within the project area	Permanent – potential for some parking to be reinstated following construction	Moderate	Somewhat likely	Likely	Low	Mostly dealt with through Public Works Act process.	Low – moderate negative	Public Works Act 1981 process
	Disrupted access to places of worship, schools and early childcare centres during construction.	Construction activities and traffic management (e.g. lane closures, stop and go, detours and traffic congestion)	Students, staff and families travelling to/from Alfriston College, Best Start Preschool, Te Kura Paikona o Manurewa. Users of The Church of Jesus Christ of Latter-day Saints, Cambodian Temple Takanini, Porchester Islamic Centre.	4	Wider and local communities	Temporary - Throughout construction of the relevant project section. Dependent on construction staging, people may experience disrupted travel during construction of multiple NoRs.	Moderate	Likely	Somewhat likely	Moderate	Construction traffic and management plan to manage access.	Moderate	CTMP condition
Community services and amenities	Changes to the character of the park and play of Anderson Park	Removal of mature trees along frontage of Anderson Park	Park users within the local community	1B	Local Manurewa community	Dependent on mitigation- may take several years for new trees to mature	Low	Unlikely	Likely	Low	Replacement with larger trees to reduce the amount of time taken for trees to mature.	Very low negative	ULDMP condition & Open Space Management Plan (OSMP) condition
	Some reduction in the size of the Anderson park's open space reducing public passive recreation space.	Acquisition of open space land	Park users within the local community	1B	Local Manurewa community	Permanent	Very low	Unlikely	Unlikely	Very low	Very small area unlikely to impact overall use of park so no mitigation required	Very low negative	N/A
	Changes to the character of the park and play of Tadmore Park	Removal of mature trees along the frontage of Tadmore Park	Park users within the local community	3	Local Manurewa community	Dependent on mitigation- may take several years	Low	Unlikely	Likely	Low	Replacement with larger trees to reduce the amount of time taken for trees to mature.	Very low negative	ULDMP condition &

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
						for new trees to mature							Open Space Management Plan (OSMP) condition
	Some reduction in the size of the Tadmores park's open space reducing public passive recreation space.	Acquisition of open space land	Park users within the local community	3	Local Manurewa community	Permanent	Very low	Unlikely	Unlikely	Very low	Very small area unlikely to impact overall use of park so no mitigation required	Very low negative	N/A
	Reduction in the size of Alfriston Park's open space, reducing public passive recreation space.	Acquisition of open space land	Park users within the local community	3	Local Manurewa community	Permanent	Low	Likely	Unlikely	Low	Maintain active mode connection through from Saralee drive to Alfriston Rd.	Low negative	ULDMP condition
	Potential loss of or change of function of childcare services - ChoiceKids Childcare Alfriston Rd.	Acquisition of property frontage including road buffer and onsite parking (pick-up and drop-off area)	Families of children attending ChoiceKids Childcare Alfriston Rd.	3	Directly impacted families of children with young children, based on Census data there is a large young population in this area.	Throughout construction or permanent (depending on mitigation)	Moderate	Likely	Unlikely	Moderate	During detailed design provide for pick up and drop off mechanism (also negotiations as part of PWA process).	Moderate negative (could be lower with mitigation)	Existing property access condition
	Potential loss of or change of function of childcare services – The Rainbow Corner Early Learning centre.	Acquisition of property frontage including outdoor play area	Families and staff of children attending The Rainbow Early Learning Centre	3	Directly impacted families of children with young children, based on Census data there is a large young population in this area.	Throughout construction or permanent (depending on mitigation and potential for reinstatement)	Moderate	Likely	Unlikely	Moderate	During detailed design explore options for reinstatement or site reconfiguration (also negotiations as part of PWA process).	Moderate negative (could be lower with mitigation)	SCEMP condition
	Loss of shops and businesses that serve the community including local shops, petrol station, fast-food outlets that may not be able to relocate within the local community.	Property acquisition	Business owners and customers of local shops on the corner of Great South Rd and Brown Rd, and Great South Rd and Grand Vue Rd (dairy, Indian/Chinese takeaway/restaurant, Pacific food pantry, butcher	1A, 1B, 3	Local Manurewa community, in particular residents who use these services and are located a	Semi permanent – permanent (some will relocate in community)	Moderate	Likely	Unlikely	Moderate	Assist local shops to identify and relocate to nearby location. Surplus land will be offered back to owner post-construction. For example, could consider rebuilding shops at the rear of 9 Great South Rd once construction is finished.	Moderate negative – depends on ability to relocate on or to other site within community.	No corresponding condition

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
			and bakery) and on Claude Rd (Fish & chips, superette, bakery).		short walk / drive away								
	Loss of St John's community hall and impacts on tenants	Construction on site and acquisition	St Johns youth programme participants and other users of the hall	3	Local Manurewa community	Permanent (depending on mitigation)	High	Almost certain	Somewhat likely	High	Assist to temporary relocate service during construction and relocate on site post construction – include reinstatement of access	Moderate negative	No corresponding condition
	Loss of alternative education centre and impacts on tenants	Construction on site and acquisition	Staff and users of the Te Ara Poutama centre (Te Ara Poutama offer alternative education programmes for students aged 13-16 year old).	3	Local Manurewa community	Permanent (depending on mitigation)	High	Almost certain	Somewhat likely	High	Assist to temporary relocate service during construction and relocate on site post construction – include reinstatement of access	Moderate negative	No corresponding condition
	Reduced or more difficult access to support and training services	Loss of onsite parking for Solomon Group (noting that active transport will improve)	Staff and users of the services the Solomon group's training and support services in employment, education and youth services, particularly for Māori.	3	Local Manurewa community and potentially others who may travel from the wider community	Permanent	Low – Moderate	Somewhat likely (depends on individual staff and users travel patterns and other commitments)	Somewhat unlikely	Low - moderate	N/A	Low – moderate negative	No corresponding condition
	Loss of Oranga Tamariki office	Property acquisition	Clients and staff Oranga Tamariki offices.	3	Local Manurewa community	Permanent (depending on mitigation)	High	Almost certain	Somewhat likely	Moderate	Consultation with Oranga Tamariki to assist with relocation of services (primarily managed through the Public Works Act)	Low negative	Public Works Act 1981
	Disrupted access for emergency vehicles exiting Manurewa Fire Station	Construction activities on Great South Rd directly outside the station and also on surrounding roads	Fire station staff and the local communities they serve	3	Local Manurewa community	Throughout construction	Moderate	Somewhat unlikely	Very likely	Low	Construction and traffic management plan to require maintenance of access and contractors to work with staff to maintain access. Work with Fire Station to establish a site specific plan. Rely upon existing services within fire service to manage impacts.	Very low negative	CTMP condition & SCEMP condition
Community character	Change in community character due to loss of local businesses and small shops	Property acquisition	Residents within the local community	1A, 1B, 3	Local Manurewa community	Permanent – depends if shops are able to relocate nearby	Moderate	Almost certain	Somewhat unlikely	Moderate negative	Assist local shops to identify options for relocation to a nearby location and explore community activation opportunities. Consider rebuilding shops on residual land once construction is finished.	Low to moderate negative (depends if relocation is possible)	No corresponding condition

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Community cohesion	Loss of community connections due to property acquisition and residents moving out of the area.	Relocation due to property acquisition	Social connections of those leaving Manurewa due to relocating and those remaining losing neighbours/ or members of community groups.	3	Directly impacted and some local community	Permanent	Moderate – depends on community connections	Likely	Unlikely	Low	As part of acquisition process long settlements can be negotiated to give time to find alternative accommodation in same community (managed in PWA process)	Low negative	Public Works Act process
Health & wellbeing	More stress and anxiety due to noise and disruption. Potential for sleep disturbance.	Construction noise	Residents within the project area (particularly shift workers who may sleep during the day), residents of aged care home (Ultimate Care Manurewa) and children attending two early childhood centres (Nakakas Educare and TuiTui Educare).	1A, 1B, 1C	Residents and users of early childhood centres within the project area where noise levels are increased.	Throughout construction – only at specific times and temporary	Low to moderate				Construction Noise and Vibration Management Plan to manage effects	Low negative	CNVMP condition & Schedule to a CNVMP condition
	Loss of social housing	Property acquisition of Kainga Ora Housing	Loss of Kainga Ora Housing (approx. 10 houses)	3	Directly impacted tenants	Temporary (option to re-house or redevelop remainder of site)	High	Likely	High	Very high	In future it is possible that these sites will be redeveloped prior and can accommodate those within the designation on site – AT to work with Kāinga Ora for solution	Moderate negative	Land Use Integration process condition
Socio-economic impacts	Loss of jobs due to business acquisition (particularly for McDonalds/KFC which typically employ a lot of young people) and also customers accessing local shops in particular may have to travel further afield	Property acquisition and business closures	Directly impacted employees and households of employees	3	Less than 1% of local employment	Semi-permanent – Permanent (Depends on relocation of businesses)	Very high	Moderate	Unlikely	Moderate	Information on job seekers support services provided in Project communications	Low to moderate negative depends on whether businesses relocate (will be industrial growth in area in future)	No corresponding condition
	Loss of rental accommodation and pressure on rental market in Manurewa	Property acquisition of houses used as rentals	Renters including tenants of homes acquired for the upgrades and also wider due to less availability in the market.	1B & 3	Local Manurewa community	Permanent	Moderate	Likely – dependent on redevelopment in the area and level of availability and affordability of rentals	Unlikely	Moderate	Project updates provided to tenants to allow future planning	Moderate negative	Project Information condition
Operation													
Way of life	Increased connectivity for people without vehicles or with limited access to vehicles improving	Bus priority interventions and separated walking and cycling paths.	Public transport users, pedestrians and cyclists	1A, 1B, 1C, 3	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
	access to employment, education, places of worship and other services.												
	Improved equity of access due to provision of more public transport and active transport options.	Bus priority interventions and separated walking and cycling paths.	Young people, those with financial hardships or mobility challenges who do have access and/or cannot afford private vehicles.	1A, 1B, 1C, 3	Wider and local communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Improved frequency, efficiency and reliability of public transport reducing commute times	Bus priority interventions.	Public transport users near the Great South Road and Takaanini FTNs.	1A, 1B, 1C, 3	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Changes to how people use their property	Partial property acquisition	Owners and occupiers of directly affected properties and businesses	1A, 1B, 1C, 3	Immediate owners and occupiers affected by partial property acquisition.	Permanent (though could be temporary if alternative solutions provided)	Moderate	Somewhat likely	Likely	Low to high – depends on individual	Likely to be resolved through the Public Works Act process and detailed design. Consult with landowners during detailed design.	Low negative	Public Works Act process
	Increased travel time (waiting time at signalized intersections) for private vehicles.	Upgrade to signalized intersections	Road users within the local and wider community.	1A, 1B, 3	Local and wider communities.	Permanent	Low	Almost certain	Unlikely	Low	N/A	Low negative	N/A
	Increased travel time (waiting time at signalized intersections) for businesses (freight, couriers etc.)	Upgrade to signalized intersections	Road users within the local and wider community.	1A, 1B, 3	Local and wider communities.	Permanent	Low	Almost certain	Unlikely	Low	N/A	Low negative	N/A
	Increase in travel time due to the removal of direct vehicle connection from Beaumonts Way to Weymouth road.	Change of Beaumont Way to a cul de sac	Residents and visitors to properties along Beaumont Way, particularly those North west of Blossoms Lane.	3	Immediate community	Permanent – though residents are likely to adjust over time	Very low	Almost certain	Unlikely	Very low	N/A	Low negative	N/A
	Improved access to churches, schools and early childcare centres	New separated cycling facilities on both sides and new footpath on the eastern side of Porchester Rd (there is an existing footpath on western side)	Cyclists particularly those travelling to Alfriston College, Best Start Preschool, and Te Kura Paikona o Manurewa and future residents living in the future urban zone area. Increase in transport choice for places of worship including The Church of Jesus Christ of Latter-day Saints, Cambodian Temple Takanini, Porchester Islamic Centre.	4	Existing and future local community	Permanent	High	Almost certain	Likely	Moderate	N/A	Moderate positive	N/A

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Community cohesion and stability	Improved ability to actively participate in community and connect with others within and between local communities	Bus, walking and cycling improvements	People with no or limited access to private vehicle or unable to drive	1A, 1B, 3	Local community	Permanent	High	Almost certain	Very likely		N/A	High positive	N/A
Community Character	Improved vitality and vibrancy through provision/upgrade of active modes	Bus, walking and cycling improvements	All community members frequenting/using the local community centres	1A, 1B, 1C, 3 and 4	Local community	Permanent	Moderate	Highly likely	Very likely		N/A	Moderate positive	N/A
Health and wellbeing	Improved safety through intersection improvements and separated cycling paths	Intersection improvements and separated walking and cycling paths.	All road users	1A, 1B, 3	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Improved safety for cyclists and reduction in deaths and serious injuries.	New separated cycling facilities on both sides of the road	Cyclists particularly those travelling to Alfriston College, Best Start Preschool, and Te Kura Paikona o Manurewa and future residents living in the future urban zone area. Increase in transport choice for places of worship including The Church of Jesus Christ of Latter-day Saints, Cambodian Temple Takanini, Porchester Islamic Centre however it is considered less likely people would cycle or walk to these facilities as they may travel from further afield.	4	Local community	Permanent	High	Almost certain	Likely	Moderate	N/A	High positive	N/A
Aspirations	Provision of transport network and improved transport choice	Bus priority interventions and separated walking and cycling paths.	All community members who support improved transport choice	1A, 1B, 3, 4	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
Quality of living environment	Transport corridor particularly walking and cycling paths moving closer to residential houses which may reduce privacy and security and outlook (where front yards are reduced).	Road widening and partial property acquisition	Individual property owners and occupants along Great South Rd and Alfriston Rd, particularly for those where part of their property will be purchased for the project.	1A, 1B, 3	Individual property owners and occupants within the project area	Permanent	Low-moderate (varies based on individual properties, orientation of living areas and existing	Almost certain	Likely	Low	Provision of screening	Very low negative	N/A

Manurewa local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
							set back from the road)						

Takaanini local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Construction													
Way of life	Change and disruption of access to local businesses/shops which may make it more difficult / reduce convenience for customers.	Construction activities and traffic management. Lane closures, stop and go, detours and traffic congestion	Owners and customers of Z Station, Bunnings Warehouse and Burger King.	1D	Local Takaanini community	During construction.	Moderate	Likely	Likely	Moderate negative	Construction traffic and management plan to manage and maintain access.	Low negative	CTMP condition & SCEMP condition
	Disrupted access to Papakura Normal Primary School. This could impact daily travel patterns and routines of the school community and parent's abilities to schedule tasks of child pick up and drop off to work or other commitments due to delays.	Construction activities and traffic management. Lane closures, stop and go, detours and traffic congestion	Families, staff and students who attend Papakura Normal primary school.	4	Local community	Throughout construction of this section	Moderate	Likely	Likely	Moderate	No construction activity during drop off and pick up. Project to run safety sessions at the school.	Moderate negative	CTMP condition & SCEMP condition
	Partial acquisition of businesses which may impact how businesses function	Removal of frontages including onsite parking of businesses	Directly affected business owners (LDV Car yard at 162 Great South Rd)	1D	Immediate community within the project area	Permanent – potential for some parking to be reinstated following construction	Moderate	Somewhat likely	Likely	Very low negative	Mostly dealt with through Public Works Act process.	Very low negative	Public Works Act 1981 process

Takaanini local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
	Change in travel patterns due to increased distance parents are required to walk to pick up children.	Removal of on-street car parks along Walters Rd directly outside the school.	Parents of children attending Papakura Primary school	4	Local community	Permanent	Low	Certain	Unlikely	Low negative	Communications to parents	Very low negative	SCEMP condition
Health and wellbeing	Increase in health and safety risk during construction for children walking into and out of Papakura Normal primary.	Construction activity directly outside school gate	Papakura Normal students, their families and staff.	4	Local Papakura community	Throughout construction of this section	High	Unlikely	Likely	Low	Traffic management plan and communication with the school	Low negative	CTMP condition & SCEMP condition
Socio-economic	Construction along the road frontage and impacting accessways reducing ease of access to local businesses. This may have an impact their function and may incur loss of customers.	Construction activities and traffic management including disrupted accessways.	Directly affected business owners	1D	Immediate community within the project area	During construction of this project	Moderate	Somewhat likely	Likely	Low negative	Contractors to work with businesses during construction to maintain access.	Very low negative	CTMP condition & SCEMP condition
Operation													
Way of life	Improved frequency, efficiency and reliability of public transport reducing commute times	Bus priority interventions.	Public transport users within walking / cycling distance of Great South Road	1D	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Reduced convenience and access for customers of businesses Great South Rd who use private vehicles.	Removal of on-street parking between Taka St and Beach Rd	Business customers where adequate on-site parking is not available	1D (and further outside of the designation area)	Local community	Permanent	Low	Somewhat likely	Unlikely	Low	Whilst removal of on-street parking is an inconvenience there is no requirement to provide this within policies or plans. Access for elderly and disabled people throughout the corridor should be considered during detail design.	Moderate negative	No corresponding condition
	Reduced convenience and access may lead to loss of customers	Removal of on-street parking between Taka St and Beach Rd	Business owners where adequate on-site parking is not available	1D (and further outside of the designation area)	Individuals within the project area	Permanent	Low	Unlikely	Unlikely	Low	Whilst removal of on-street parking is an inconvenience there is no requirement to provide this within policies or plans. Access for elderly and disabled people throughout the corridor should be considered during detail design.	Low negative	No corresponding condition
	Improved ability to travel to day to day activities and safer for pedestrians and cyclists due to the urbanisation of the corridor and addition of walking and cycling paths	Urbanisation of Popes Rd and addition of walking and cycling paths (between Porchester and Takanini School Road).	Future residents or staff of businesses on Popes Rd (between Porchester and Takanini School Road).	4	Immediate community	Permanent	Moderate	Certain	Very Likely	Moderate	N/A	Moderate positive	N/A
Aspirations	Provision of transport network and improved transport choice	Bus priority interventions and separated walking and cycling paths.	All community members who support improved transport choice	4, 1B, 1C, 1D, 1E, 1F	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A

Takaanini local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Community Character	Improved vitality and vibrancy through provision/upgrade of active modes	Bus, walking and cycling improvements	All community members frequenting/using the local community centres	1D and 4	Local community	Permanent	Moderate	Highly likely	Very likely	Moderate	N/A	Moderate positive	N/A
Health and wellbeing	Increased physical activity through improving public transport, walking and cycling infrastructure.	Bus priority interventions and separated walking and cycling paths.	Pedestrians, cyclists and public transport users using Great South Rd	1D	Local communities	Permanent	High	Almost certain	Very likely	Moderate	N/A	Moderate positive	N/A
	Improved safety through intersection improvements and separated cycling paths	Intersection upgrade and separated cycling path	All users of Great South Rd	1D	Local communities	Permanent	High	Almost certain	Very likely	Moderate	N/A	Moderate positive	N/A
	Safer access to Papakura normal primary due to the upgrade to a signalised intersection making it safer for pedestrians and cyclists to cross.	Upgrade of Walters/Porchester Rd intersection.	Families, staff and students who attend Papakura Normal primary school.	1F	Local communities	Permanent	High	Likely	Almost certain	Moderate	N/A	Moderate positive	N/A
	Improvement and extension of separated cycle paths to make these safer may mean more parents encourage their children to cycle to school and increase physical activity.	Improvement and extension of cycling paths.	Families, staff and students who attend Papakura Normal primary school.	1F	Local community	Permanent	Low	Likely	Somewhat likely	Low	N/A	Low positive	N/A
Quality of living environment	Transport corridor particularly walking and cycling paths moving closer to residential houses which may reduce privacy and security and outlook (where front yards are reduced).	Road widening and partial property acquisition	Individual property owners and occupants around the intersection of Takanini School Road and Popes Rd (between Porchester and Takanini School Road); Porchester and Manuroa Rd; Porchester and Airfield Rd; Porchester and Walters Rd.	1C, 1D, 1E, 1F	Individual property owners and occupants within the project area.	Permanent	Low – moderate (varies based on individual properties, orientation of living areas and existing set back from the road)	Almost certain	Likely	Low	Provision of screening	Low negative	ULMDP condition

Papakura local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions
Construction													
Way of life	Disrupted access to local shops and services	Construction activities and traffic management in front of accessways	Business owners and customers of local shops including Easyway, laundromat, Saveway supermarket, Punjab Express takeaways and Central Park bakery.	1F	Local community	Duration of construction of this intersection	Low	Likely	Likely	Low	Construction traffic and management plan to manage access.	Very low negative	CTMP condition & SCEMP condition
	Disrupted access to/through the Papakura town centre.	Construction activities and traffic management (e.g. lane closures, stop and go, detours and traffic congestion)	Road and public transport users. Includes those travelling through the town centre and users of local shops, Old Central School Hall, Central park reserve and Papakura train station.	1F	Local community	Duration of construction of this intersection	Moderate	Likely	Somewhat likely	Moderate	Construction traffic and management plan to manage access.	Moderate negative	CTMP condition
	Reduced parking capacity and access to Central Park and community facilities	Removal of approximately 25 on-street carparks along Wood Street.	Central park, school hall users and shoppers.	1F (includes outside the designation area)	Local community	Permanent	Low	Very likely	Likely	Low	This is within road corridor and public transport and active transport modes provide access to Park. Existing onsite park parking to remain.	Low negative	No corresponding condition
Socio-economic	Construction along the road frontage and impacting accessways reducing ease of access to local businesses. This may have an impact their function and may incur loss of customers.	Construction activities and traffic management including disrupted accessways.	Directly affected business owners	1E, 1F, 1G	Immediate community within the project area	During construction of this project	Moderate	Somewhat likely	Likely	Low negative	Contractors to work with businesses during construction to maintain access.	Low negative	CTMP condition & SCEMP condition
Community service, values and character	Changes to the character of the park and play of Central Park	Removal of mature trees along frontage of Central Park along Great South Rd and Wood St.	Park and Old School Hall users within the local community	1E	Local Manurewa community	Depends on mitigation – may take several years for replanted trees to mature	Low	Unlikely	Likely	Low	Replacement with larger trees to reduce the amount of time taken for trees to mature.	Very low negative	ULDMP condition
	Potential impact to community heritage at the Papakura town centre	Removal / relocation of stone entranceway to	War Memorial, Central School Hall	1F	Local community	Can be repaired	Moderate	Somewhat – dependent on	Likely	Moderate	Historic Heritage Management Plan (HHMP) be prepared alongside other relevant	Low	Historic Heritage Management

		Central Park / Papakura Old School						detailed design			disciplines (e.g., urban design) and implemented during construction to guide works		ent Plan (HHMP) condition
	Potential disruption of ANZAC Day Events at Papakura War Memorial	Construction work surrounding Papakura War Memorial	Attendees of ANZAC Day commemoration services	1F	Local community	ANZAC Day	Moderate	Somewhat unlikely	Likely	Low	Access to the memorial should be maintained and managed. The Construction and Environmental Management Plan	Very low	Construction and Environmental Management Plan condition & HHMP condition
Health and wellbeing	More stress and anxiety due to noise and disruption. Potential for sleep disturbance.	Construction noise	Residents of remaining residential houses within the project area—particularly shift workers and families with young children who may sleep during the day. Or if night works are undertaken.	1G, 1H	Immediate community	Duration of construction of this intersection	Moderate	Likely – construction methodology including hours not yet determined.	Unlikely	Moderate-	Construction Noise and Vibration Management Plan to manage effects	Low	CNVMP condition
Community services	Potential loss of or change of function of childcare services – All About Childcare, Ōpaheke, Papakura.	Acquisition of property frontage including outdoor play area	Families and staff of children attending All About Childcare, Ōpaheke.	1G	Directly impacted families of children with young children, based on Census data there is a large young population in this area.	Throughout construction or permanent (depending on mitigation and potential for reinstatement)	Moderate	Likely	Unlikely	Moderate	During detailed design explore options for reinstatement or site reconfiguration (also negotiations as part of PWA process).	Moderate negative (could be lower with mitigation)	SCEMP condition
Operation													
Way of life	Improved frequency, efficiency and reliability of public transport reducing commute times through addition of northbound bus lane.	Bus priority interventions.	Public transport users within walking / cycling distance of Great South Road	1E, 1G, 1H	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Safer and improved access for cyclists to and through Papakura town centre and along Great South Rd which increases transport options.	Separated cycling path	Cyclists	1F, 1G, 1H	Local community	Permanent	High	Almost certain	Very likely	Low – small numbers of cyclists	N/A	Low positive	N/A
	Increase in travel times for people travelling to work, education or leisure activities by car.	Conversion of existing northbound vehicle lane to bus lane from Manse Rd to Nelson St	Private vehicle users	1G, 1H	Local community	Permanent however it is expected this will be less than 1 minute.	Very Low	Somewhat likely	Unlikely	Very low negative	N/A	Low negative	N/A
Aspirations	Provision of transport network and improved transport choice	Bus priority interventions and separated walking and cycling paths.	All community members who support improved transport choice	1E, 1G, 1H	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A

Community Character	Improved vitality and vibrancy through provision/upgrade of active modes	Bus, walking and cycling improvements	All community members frequenting/using the local community centres	1E, 1F, 1G, 1H	Local community	Permanent	Moderate	Highly likely	Very likely	Moderate	N/A	Moderate positive	N/A
Health and wellbeing	Safer and improved access for cyclists to and through Papakura town centre which reduces deaths and serious injuries.	Separated cycling path	Cyclists	1F	Local community	Permanent	High	Almost certain	Very likely	Low – small numbers of cyclists	N/A	Low positive	N/A
Quality of living environment	Transport corridor particularly walking and cycling paths moving closer to residential houses which may reduce privacy and security and outlook (where front yards are reduced).	Road widening for intersection improvements, bus priority interventions and walking and cycling path and partial property acquisition.	Individual property owners and occupants, particularly on the western side of Great South Rd between Beach Rd and Manse Rd and between Parkhaven Drive and Magnolia Ave.	1G, 1H	Individual property owners and occupants within the project area.	Permanent	Low - moderate	Almost certain	Likely	Low	Provision of screening	Low negative	ULDMP condition

Drury local community													
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating	Corresponding conditions and / management plans
Construction													
Way of life	Partial acquisition of businesses which may impact how businesses function.	Removal and or lease of frontages including on site parking of businesses.	Directly affected business owners - BMR Motors - Chester's Plumbing and bathroom showroom - Active Electrical Suppliers - Stihl - Barry Phillips Motors - Drury Tyres	11, 2	Immediate community within the project area	During construction of these sections 11 area is likely to be returned after construction (dependent on detailed design)	Moderate	Somewhat likely - depends on individual business' ability to continue operating or relocate	Unlikely	Low negative	It is expected that this will be managed as part of the PWA process. Work with owners in the lead up to construction to ensure appropriate mitigation measures are implemented and provide assistance help them to manage construction impacts and maximise opportunities	Low negative	Public Works Act process & SCEMP condition
	Disruption to daily travel patterns and a key access route into and out of Drury.	Construction activities and traffic management. Potential lane or bridge closure leading to detours.	Road, public transport and active transport users who travel between Drury and Papakura for work, school or other activities.	11	Local community	During construction on the Slippery Creek bridge	Moderate - High (dependent on if the whole bridge must be closed)	Somewhat likely – dependent on construction methodology	Unlikely	High	Avoid closure of the bridge wherever possible but in particular for cyclists and pedestrians which would experience a very long detour if closed.	High negative	CTMP condition
	Disruption to daily travel patterns and delays for road users travelling to State Highway on / off ramp.	Construction activities and traffic management in particularly for the upgrade of Hingaia bridge.	Road users within the local community – particularly those that use the motorway to access work, education and other services	2	Local community	During construction of this project	Moderate	Likely	Likely	Low negative	Construction traffic and management plan	Low negative	CTMP condition
	Disrupted or loss of access to Slippery Creek reserve and boat ramp during construction. Water access under the bridge during construction may also need to be restricted for safety reasons. Boat ramp users may have to travel further to Drury Creek – Bottle Top bay in Karaka.	Restricted or closure of access to Slippery Creek reserve during bridge construction.	Users of Slippery Creek reserve and boat ramp.	11	Portion of the local community	During construction on the Slippery Creek bridge	Moderate	Likely	Somewhat likely – potential to retain some access	Low to Moderate –	Retain access if possible and safe to do so. Clear communication and signage on closures or restrictions. Recommend an assessment of groups using the reserve/ramp closer to the time and direct communication.	Low – moderate negative	OSMP condition & SCEMP condition

											Where possible time construction and any access restrictions outside of peak periods (e.g. summer months and weekends).		
Socio-economic	Construction along the road frontage and impacting accessways reducing ease of access to local businesses. This may have an impact their function and may incur loss of customers.	Construction activities and traffic management including disrupted accessways.	Directly affected business owners	11 & 2	Immediate community within the project area	During construction of this project	Moderate	Somewhat likely	Likely	Low negative	Contractors to work with businesses during construction to maintain access.	Very low negative	CTMP condition & SCEMP condition
Operation													
Way of life	Improved frequency, efficiency and reliability of public transport reducing commute times through addition of northbound bus lane	Bus priority interventions	Public transport users	11	Local community	Permanent	Moderate	Almost certain	Very likely	Moderate	N/A	Moderate positive	N/A
	Provision of walking and cycling on both sides of Great South Rd which improves transport choice.	Walking and cycling facilities	Pedestrians and cyclists	11	Local community	Permanent	Moderate	Almost certain	Very likely	Moderate	N/A	Moderate positive	N/A
	Increased connectivity for people without vehicles or with limited access to vehicles improving access to employment, education, places of worship and other services.	Bus priority interventions, walking and cycling path improvements.	Public transport users, pedestrians and cyclists	2	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Improved equity of access due to provision of more public transport and active transport options.	Bus priority interventions, walking and cycling path improvements.	Young people who can't drive or don't have access to a car. Those with financial hardships who do have access and/or cannot afford private vehicles.	2	Wider and local communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Improved travel time reliability for the Great South Road FTN to make connections to the NIMT	Bus priority interventions	Public transport users	2	Wider and local communities	Permanent	Moderate	Almost certain	Very likely	Moderate	N/A	Moderate positive	N/A
	Increased transport resilience if the trains are not running, through the provision of an alternative option for the local community to travel within and between neighbouring communities	Bus priority interventions	Public transport users	2	Wider and local communities	Permanent	Moderate	Almost certain	Very likely	Moderate	N/A	Moderate positive	N/A
Aspirations	Provision of transport network and improved transport choice	Bus priority interventions and separated walking and cycling paths.	All community members who support improved transport choice	11, 2	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A

Community cohesion and connectivity	Increased options for people to connect within and between local communities	Bus priority interventions, walking and cycling path improvements.	Users of the improved public transport and active transport network.	2	Immediate, local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
Health and wellbeing	Increased physical activity through improving walking and cycling infrastructure.	Improved walking and cycling paths	Pedestrians and cyclists	2	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A
	Improved safety through separated cycling paths	New separated cycling path	All road users	2	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive	N/A