

# Appendix E

# Impact Assessment

November 2023

Version 2.0

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# 1 Potential Social Impacts - Planning

⊕ Positive impact      ⊖ Negative impact

Table 1: Potential social impacts – Planning Phase

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
	Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
Impacts on way of life														
⊖	<p>Loss of locally significant businesses and services including:</p> <ul style="list-style-type: none"> <li>• Early childhood education centres</li> <li>• BP Service station</li> <li>• Trade Training Centre</li> </ul> <p>This could mean people no longer have access to these services and facilities impacting their way of life.</p>	<ul style="list-style-type: none"> <li>• Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>• Households with children who attend early childhood education or receive education in the area</li> <li>• People travelling through the area, including commercial road users</li> <li>• People employed in local businesses</li> <li>• People living and working in the area;</li> </ul>	Suburb	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	<p>Potential for changes to some routines and convenience for some residents due to the acquisition of properties containing several local businesses - in addition to the ECEs, Service Station and trade training centre. These include vehicle and tyre servicing outlets, house moving, car dealerships, marine retail and servicing, and food retail services.</p>	<ul style="list-style-type: none"> <li>• Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>• Households with children who attend early childhood education or receive education in the area</li> <li>• People travelling through the area, including commercial road users</li> <li>• People employed in local businesses</li> <li>• People living and working in the area</li> </ul>	Suburb	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V2	R2	Major	x	x	x	Almost Certain	High

<sup>1</sup> See Appendix C for methodology.

<sup>2</sup> Based on affected groups identified in Section 4 of this SIA.

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
	Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
		<ul style="list-style-type: none"> <li>Elderly residents who live and receive care in the area</li> <li>People who purchase goods and services from the area</li> </ul>												
⊖	<p>Changes in access to services and facilities as a result of loss of businesses through acquisition:</p> <ul style="list-style-type: none"> <li>BP service station and truck stop on GSR near Manuia Road. There is one other truck stop – Allied Petroleum on Spartan Road. Loss of BP could impact industrial/ freight industry. Other nearest truck stop is on the motorway – southbound BP at Papakura.</li> <li>ECE centres – removing up to 3 from the wider community, anticipate significant impact to families and workers in the area. Esp those with children at nearby primary schools and people with fixed hours employment. There is significant demand for these facilities and limited spaces in the current ones. If no spaces available elsewhere in the community then employment for some people might be jeopardised.</li> <li>Trade education centre at Walters Road – nearest alternative centre is in Mangere requiring significant travel to an area not well serviced by PT – potential cost as well as additional time away from the home in travel time. Centre provides Building and Construction trade education (among other things) and if lost to the area also a loss of opportunity for positive Social Outcomes to provide pathways from training to education.</li> <li>Commercial properties not suited to relocation into the undeveloped industrial land in the Porchester/Popes Road area (ie no commercial visibility from busy roads, etc).</li> </ul>	<ul style="list-style-type: none"> <li>Households with children who attend early childhood education or receive education in the area</li> <li>People travelling through the area, including commercial road users</li> <li>People employed in local businesses</li> <li>People living and working in the area</li> <li>People who purchase goods and services from the area</li> <li>Elderly residents who live and receive care in the area</li> </ul>	Suburb	ongoing or until such time businesses re-establish or new businesses start	G3	E2	V1	R2	Moderate	x	x	x	Almost Certain	High

Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>	
Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊖	Changes in access to services and facilities as a result of lessees not renewing leases in properties near Walters Road due to uncertainty about project impacts (during construction and permanent): <ul style="list-style-type: none"> <li>Southgate leases on Walters Road</li> <li>Town centre leases near Walters Road</li> </ul>	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>People who purchase goods and services from the area</li> <li>People in Local Board areas,</li> </ul>	Suburb	ongoing or until such time businesses re-establish or new businesses start	G3	E2	V2	R3	Minor	x	x	x	Almost Certain	Moderate
Impacts on <b>culture</b>														
⊖	Potential impacts on local social ties and community relationships to place due to acquisition and loss of residential properties and local businesses in this area, and changes to access to recreation areas (such as Takanini Reserve).	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>People living and working in the area</li> <li>Households with children who attend early childhood education or receive education in the area</li> <li>Elderly residents who live and receive care in the area</li> <li>Surrounding local communities in Takaanini and Papakura</li> <li>People who use community facilities and open space areas within the area;</li> </ul>	Suburb	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V1	R2	Significant	x	x	x	Almost Certain	Extreme
⊖	Changes to community relationships to place due to the acquisition or disruption of some important community meeting places and/or businesses – particularly ECE centres and resulting impacts on families.	<ul style="list-style-type: none"> <li>Households with children who attend early childhood education or receive education in the area</li> <li>Elderly residents who live and receive care in the area</li> </ul>	Suburb Locality	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
Family and community impacts														
⊖	Changes to the way the community functions, social ties and it's cohesion as a result of the loss of ECE facilities and the impacts on families in the area.	<ul style="list-style-type: none"> <li>Households with children who attend early childhood education or receive education in the area</li> </ul>	Suburb Locality	ongoing or until such time businesses re-establish or new	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme

Impact description					Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
		<ul style="list-style-type: none"> <li>Elderly residents who live and receive care in the area</li> </ul>		businesses start										
⊖	Possible changes to local community (at a localised level) associated with property acquisition and families having to move out of the area.	<ul style="list-style-type: none"> <li>Leaseholders and/or tenants of potentially affected properties</li> <li>People living and working in the area</li> <li>Landowners</li> </ul>	Locality	permanent	G2	E3	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	Changes to sense of place, particularly within the Taka Street and Walters Road area as a result of properties being vacated and potentially buildings removed prior to construction	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	until construction complete and residual land redeveloped	G4	E3	V1	R2	Minor	x	x	x	Almost Certain	Moderate
Quality of the environment														
⊖	Perceived reduction in the safety of the area as properties are acquired and homes vacated. Vacant buildings attract antisocial behaviour before they are removed during construction.	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Elderly residents who live and receive care in the area</li> </ul>	Locality	Until construction starts, ie the whole of the planning phase	G4	E3	V1	R1	Minor	-	x	x	Likely	Moderate
Impacts on health and wellbeing														
⊖	Stress and anxiety (Psycho-social impacts) for some more vulnerable community members resulting from a loss of social networks and social support a result of property acquisition, businesses ceasing to operate in the location or area, and people having to move out of the area. Particularly relevant for the residents of the Takanini Care Centre and their connections with the Amber Early Learning Centre.	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Elderly residents who live and receive care in the area</li> <li>Households with children who attend early childhood education or receive education in the area</li> </ul>	Locality	ongoing	G3	E3	V1	R2	Moderate	x	x	x	Almost Certain	High
⊖	Increased anxiety and uncertainty for directly affected landowners between now and when active property acquisition commences	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> </ul>	individual property	Until properties are acquired - estimated 10 years	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
	Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Increased anxiety and uncertainty for leaseholders, tenants and other occupiers of potentially affected properties between now and when active property acquisition commences	<ul style="list-style-type: none"> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> </ul>	individual property	Until properties are acquired - estimated 10 years	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Increased anxiety and uncertainty for business owners and operators and those employed in directly affected businesses between now and when active property acquisition commences – particularly for businesses that might be 'lost' to the community thereby removing those employment opportunities from the area as well.	<ul style="list-style-type: none"> <li>Business owners and operators, including light industry businesses</li> <li>People employed in local businesses</li> </ul>	Individual property	Until properties are acquired - estimated 10 years	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Increased anxiety and uncertainty during active property acquisition. Uncertainty and stress for some landholders affected by land requirements for the proposal, leading to the potential for individual and community wellbeing impacts for some.	<ul style="list-style-type: none"> <li>Business owners and operators</li> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> </ul>	Individual property	During property acquisition process – estimated 12 months	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
<b>Impacts on personal and property rights</b>														
⊖	Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through property acquisition processes.	<ul style="list-style-type: none"> <li>Directly affected landowners and occupiers</li> </ul>	individual property	Until properties are acquired	G3	E3	V1	R2	Moderate	x	x	x	Almost Certain	High
⊖	Loss of autonomy of decision making about future of land/businesses for directly affected properties – especially for those businesses where there are perceived or actual limitations on where they can go to stay within the area. Less relevant for industrial uses. More relevant for smaller and commercial businesses who rely on high visibility locations.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Business owners and operators</li> </ul>	Individual property	Until properties are acquired	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Impacts caused by the Public Works Act property acquisition process – land/property acquisition or severance within a property, potential land redistribution between different or new owners.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> </ul>	Individual property	Until properties are acquired	G4	E3	V2	R2		–	x	x	Likely	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
	Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊕	Certainty for landowners and business owners/operators about future development enabling long term planning about the future of properties/businesses – especially for businesses who were considering redevelopment / relocation / growth within the next 5 or so years. Certainty could provide them with more confidence about their planned future investment.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Locality Suburb Region	ongoing	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High
<b>Fears and aspirations</b>														
⊖	Potential concern and anxiety about future security for residents or landowners affected by property acquisition, and associated uncertainty for business owners, employees and residents for their next steps once acquisition has been completed. This locality has a high deprivation score and the housing in this area is fairly affordable compared to other areas of Auckland, including those in proximity to the project area. Loss of private housing in this area could displace residents who may not be able to easily secure alternative housing.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>Business owners and operators, including light industry businesses</li> <li>People employed in local businesses</li> <li>People living and working in the area;</li> </ul>	individual property	Until construction starts, ie the whole of the planning phase	G3	E2	V1	R2	Moderate	x	x	x	Almost Certain	High
⊖	Potential negative impacts associated with fear of disruption to local community character, and perceptions about potential long term changes to the fabric of the community, particularly in combination with other development such as intensification of housing as a result of changes to the Auckland Unitary Plan.	<ul style="list-style-type: none"> <li>Directly affected landowners and occupiers</li> </ul>	individual property	ongoing	G2	E2	V1	R2	Significant	x	x	x	Almost Certain	Extreme
⊖	Potential negative impacts associated with fear of disruption to the Takanini Town Centre, and perceptions about potential long term changes to the amenity of the area and attractiveness of the Town Centre. There is a request for “Master Planning” of the area, including a new train station with the grade separation of Walters Road to be considered within that master planning.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>Business owners and operators, including light industry businesses</li> <li>People employed in local businesses</li> </ul>	Locality	until construction is complete	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
	Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊕	Certainty about future development of the transport network enabling businesses in the area and landowners to plan for the future	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Suburb	ongoing	G4	E2	V2	R1	Minor	x	x	x	Almost Certain	Moderate
⊕	Potential positive impacts and aspirations associated with perceived investment in Takanini and the potential for positive transformation of the area.	<ul style="list-style-type: none"> <li>All groups</li> </ul>	Suburb	ongoing	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
<b>Socio-economic impacts</b>														
⊖	Potential loss of employment / livelihood for owners and employees of businesses that close or relocate out of the areas prior to construction.	<ul style="list-style-type: none"> <li>Those employed by businesses in the area</li> </ul>	individual property	permanent	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	Reduced commercial activity in the area as businesses relocate/close as a result of property acquisition leaving empty buildings/tenancies. Businesses may not renew leases and seek other locations as they are uncertain about what construction impacts might be and how they might be managed. People also change their shopping habits and shop in other areas as services and businesses they used have been displaced as a result of property acquisition. Particularly relevant in the Waters Road area.	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Surrounding local communities in Takaanini and Papakura</li> </ul>	Suburb	until construction complete and residual land redeveloped	G3	E2	G3	R2	Moderate	–	x	x	Likely	Moderate
⊖	Reduced access to education and training as a result of the loss of trade training centre. This could mean students have to travel further and longer to access the same education opportunities. This could increase cost. This increase in time, distance and cost could mean they are no longer able to participate in training.	<ul style="list-style-type: none"> <li>Households with children who attend early childhood education or receive education in the area</li> </ul>	Region	ongoing or until a similar facility re-establishes in the area	G1	E1	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	Reduced access to ECE meaning some parents may not be able to work or participate in other activities, including education. Parents or caregivers may need	<ul style="list-style-type: none"> <li>Households with children who attend early childhood education or</li> </ul>	Suburb	ongoing or until a similar facility re-	G1	E1	V1	R1	Significant	x	x	x	Almost Certain	Extreme

Impact description					Significance				Consequence	Likelihood				Overall Rating <sup>1</sup>
Impact	Affected groups <sup>2</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
to travel further and/or there may not be capacity at other centres within the area.	receive education in the area		establishes in the area											
<b>Decision Making Systems</b>														
⊖ People feel they have not had an adequate opportunity to influence decision making processes for the project.	• All groups	Suburb	until NoR confirmed	G3	E2	V1	R2	Moderate	x	x	x	Almost Certain	High	

## 2 Potential Social Impacts – Construction

⊕ Positive impact      ⊖ Negative impact

Table 2: Potential social impacts (construction)

	Impact description				Significance				Consequence	Likelihood			Overall Rating <sup>3</sup>	
	Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E		Rating
Impacts on way of life														
⊖	<p>Impacts on how people get around:</p> <ul style="list-style-type: none"> <li>pedestrians and cyclists – people walking along the footpath, cycling on Taka Street and Manuroa Road to access the Takanini Train Station due to construction activity, including changed wayfinding and potential temporary closures. Particularly for Taka St peds/cyclists with greater disruption expected from construction of the overbridge. Also some residents of the aged care facility cross the rail and access the train station.</li> </ul>	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	<p>Reduced access to parking during construction – It was noted that parking on Taka Street in the vicinity of the Aged Care facility is used by visitors, especially when a new resident is settling in or a resident is experiencing end of life care and there are no restrictions on visiting numbers or hours. this is a sporadic activity, but a reduction in parking or increased competition for car parking (due to site access requirements or construction workers using the car parks) during the construction phase could create stress and anxiety for visitors.</p>	<ul style="list-style-type: none"> <li>Elderly residents who live and receive care in the area</li> <li>Visitors to the aged care facility</li> </ul>	Locality	Duration of construction	G2	E3	V1	R2	Significant	x	–	x	Likely	High
⊖	<p>Changes to daily living routines could be possible due to changes to local access routes as a result of construction, including changed access arrangements to</p>	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate

<sup>3</sup> See Appendix C for methodology.

<sup>4</sup> Based on affected groups identified in Section 4.1 of this SIA.

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
	Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
	properties, relocation of bus stops to alternative locations.													
⊖	<p>Impacts on how people get around:</p> <ul style="list-style-type: none"> <li>pedestrians and cyclists – people walking along the footpath, cycling on Walters Road across the rail. Stakeholders have told us workers/users of facilities cross the rail frequently.</li> </ul>	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>People who purchase goods and services from the area</li> <li>People who visit the area and use community facilities and open space areas</li> <li>People travelling through the area, including commercial road users</li> </ul>	Suburb	Duration of construction	G2	E2	V2	R2	Major	x	x	x	Almost Certain	High
⊖	<p>Impacts on how people get around:</p> <ul style="list-style-type: none"> <li>How heavy vehicles access the Takaanini industrial area with the closure of Spartan Road level crossing. At present much of the industrial traffic does not need to go through residential areas with access very close to the mway interchange.</li> <li>VTNZ facility on eastern side of rail services heavy vehicle industry (COFs and entry certs)</li> <li>Hall's Coldchain logistics operate on both sides of the rail with closure of Spartan Road level crossing increasing severance between their operating sites.</li> </ul>	<ul style="list-style-type: none"> <li>People who visit the area and purchase goods and services</li> </ul>	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	x	x	x	Almost Certain	High
⊖	<p>Impacts on how people access services and facilities:</p> <ul style="list-style-type: none"> <li>Reduced access to the Takaanini Town Centre as a result of temporary traffic management – It is anticipated that for a part of the construction period for the Walters Road Grade Separation, there would be intermittent road closures of local roads. This may cause delays for motorists and reduce access to Southgate and</li> </ul>	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>People who use community facilities and open space areas within the area</li> <li>People who purchase goods and services from the area</li> </ul>	Region	Duration of construction	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High

Impact description					Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
<p>the Takanini Town Centre, including health services being the Takanini Medical Centre and Dental Centre. The vast majority of customers drive to the precinct.</p> <ul style="list-style-type: none"> <li>Reduced access to ECE facilities on Taka Street (Amber) and Manuroa Road (Best Start) as a result of TTM</li> <li>Reduced vehicle access to Takaanini Community Hall as access from Taka Street will be closed. Access via Beach Road and Glenora Road only.</li> <li>Reduced access to Z Takaanini corner Great South Road (<b>GSR</b>) and Taka Street – depending on locations of underground tanks could be greater impact?</li> <li>Reduced access to Takaanini retail/commercial area corner GSR/Manuia Road/Manuroa Road. Manuia Road access potentially to be closed for a period during construction. Access via Manuroa Road only. Anticipate these shops/services are important to people east of the rail so maintaining Manuroa Road level crossing open until Manuia Road complete will be important.</li> <li>Construction impacts the Takanini Reserve as a local recreation facility. Access to this is likely to be disrupted due to construction activity. It's generally a passive recreation facility with small children's play equipment at the Station Road end. Skate park facility at the Taka Street end will be impacted. The Reserve will remain accessible via Station Road.</li> </ul>														

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
	Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Delays to traffic and flow on impacts to local and regional economy and business operators	<ul style="list-style-type: none"> <li>People who purchase goods and services from the area</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Region wide	Duration of construction	G3	E1	V2	R1	Moderate	x	–	x	Likely	Moderate
⊖	Change in access to residential properties in the vicinity of each project as a result of TTM.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
⊕	Severance of Manuroa Road – potential positive as increases amenity of residential homes in proximity to the rail. Felt in construction as well as soon as construction starts.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate
<b>Family and community</b>														
⊖	There is the potential for some changes to the accessibility of social infrastructure in the locality – for people travelling by train, bus or on foot – due to adjustments to transport infrastructure in the immediate vicinity of the construction site (including active transport). People using bus services in the area or accessing the Takaanini Train Station may experience some changes to access routes or minor increases in travel time.	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>People travelling through the area</li> </ul>	Locality	Duration of construction	G2	E2	V2	R2	Major	–	x	x	Likely	High
⊖	<p>Changes to community character and sense of place – streetscape, access, increased number of workers and visitors to areas due to construction.</p> <ul style="list-style-type: none"> <li>Likely to be particularly noticeable around Taka Street with a more residential character, ECE facility and aged care facility as well.</li> <li>Potentially in the vicinity of the Takanini Town Centre with a change in sense of place as the overbridge becomes a dominant feature in the landscape.</li> </ul> <p>It is noted that changes in character as a result of more intensive residential development around the Takaanini Train</p>	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Elderly residents who live and receive care in the area</li> </ul>	Locality	ongoing	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
	Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
	Station – on Taka Street and Manuroa Road is likely to occur in the coming years. The environment in which the Taka Street overbridge is constructed could be significantly different to what it is at present meaning the bridge might not be such a dominant feature within the environment at the time of construction.													
⊖	<p>Changes to how communities function as a result of the closures of Manuroa Road and Spartan Road level crossings.</p> <ul style="list-style-type: none"> <li>Those from the western side accessing the local shops on Manuroa Road on the eastern side of the rail will need to access the same shops via the new Manuia Road overbridge via GSR. May not be as convenient so may seek to shift where they go.</li> <li>Changes to how the industrial community functions with a need to change travel patterns.</li> </ul>	<ul style="list-style-type: none"> <li>Business owners and operators, including light industry businesses</li> <li>People living and working in the area</li> </ul>	Suburb	ongoing	G3	E2	V2	R1	Moderate	–	x	x	Likely	Moderate
⊖	Potential changes to community character and people's sense of place and belonging associated with the possible change to the residential character of the area to the east of the Takaanini Train Station in particular due to increased construction activity, changes to the streetscape and an influx of unfamiliar construction workers into the area.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R1	Moderate	–	x	x	Likely	Moderate
⊖	Possible changes to local community (at a localised level) associated with property acquisition and removal of housing.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
<b>Quality of the environment</b>														
⊖	Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction noise and vibration, including increased traffic along temporary detour routes during construction.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
	Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Construction noise and vibration may be particularly experienced by sensitive receivers surrounding the construction site which could affect local social interactions. This includes residential communities in close proximity to the construction site, residents and staff in the Aged Care facility on Taka Street. Noise and vibration has the potential to negatively affect people's experience of everyday activities including physical activities and social interactions. The highest impacts would occur during noise intensive works at the construction site that use noise intensive equipment.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity for residents of the aged care facility on Taka Street as a result of construction of the overbridge at Taka Street. The aged care facility is a sensitive receiver for noise and vibration.	<ul style="list-style-type: none"> <li>Elderly residents who live and receive care in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction activity, noise and vibration, including access to Takani Reserve.	<ul style="list-style-type: none"> <li>People who use community facilities and open space areas within the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity within the Takani Town Centre and parts of Southgate as a result of construction activity impacts such as noise or vibration, temporary changes to the streetscape, and the construction of the overbridge.	<ul style="list-style-type: none"> <li>People who purchase goods and services from the area</li> <li>Business owners and operators, including light industry businesses</li> <li>People employed in local businesses</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Temporary changes to the appearance and use of local surroundings associated with reduced amenity due to construction noise, vibration, changes to the streetscape and establishment of a construction site in a residential area. This may potentially result in reduced personal enjoyment of private homes and nearby outdoor activities for residents and users that are close to the construction site.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate
⊖	Perceived and potential actual safety impacts associated with changed sightlines, establishment of construction site and	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>People who purchase</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
	Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
	changes to wayfinding and reduced accessibility of streets during construction as access is limited <ul style="list-style-type: none"> <li>Particularly around the Takanini Town Centre and Southgate</li> <li>May reduce perceptions of safety, particularly at night.</li> <li>Residents of aged care facilities may be experiencing illness and disability, and / or stress and concerns which may mean they are more sensitive and could result in these changes being felt more acutely – dementia ward</li> <li>Visitors to aged care facilities and ECE facilities may perceive a less safe environment and not enrol/withdraw their children or not settle relatives/temporary remove relatives from aged care facility</li> </ul>	goods and services from the area												
⊕	Increased personal safety as a result of less anti-social behaviour due to the presence of construction activity. Stakeholders have told us there is existing anti-social behaviour within the Takanini Town Centre.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	–	x	Likely	Moderate
<b>Impacts on health and wellbeing</b>														
⊖	Potential negative impacts associated with concern about disruption to, and the ongoing transformation of areas which will undergo significant changes. The scale and pace of change can impact people's sense of place and belonging (Solastalgia). Particularly in areas around the Takaanini Train Station – Taka Street and Manuroa Road which are likely to experience more intensive residential development.	<ul style="list-style-type: none"> <li>Project neighbours and near neighbours, particularly those who will become neighbours of the bridges</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Perceived safety impacts associated with the influx of unfamiliar construction workers in a local neighbourhood setting, adjacent to sensitive locations such as the aged care facility on Taka Street, which may cause anxiety and concern to local residents.	<ul style="list-style-type: none"> <li>People living and/or, working in, and people visiting the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate
⊖	Restrictions to access or delays to access the Takaanini Train Station could mean people behave in a dangerous and unsafe manner to get to services in time.	<ul style="list-style-type: none"> <li>People who use community facilities and open space areas within the area</li> </ul>	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate

Impact description					Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊖ Feelings of anxiety and stress for residents of homes immediately to the south of all over bridges. The bridge will potentially creating shading on properties adjacent to it along with a perception of loss of privacy and enjoyment of their homes as a result of the bridge.	<ul style="list-style-type: none"> <li>Project neighbours and near neighbours, particularly those who will become neighbours of the ramp</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	–	x	Rare	Low	
⊖ Potential for increased emergency response times due to temporary changes to access and road conditions.	<ul style="list-style-type: none"> <li>People employed in local businesses</li> <li>People living and working in the area</li> </ul>	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate	
⊖ Impacts to health and wellbeing associated with impacts of construction noise, dust and vibration, regardless of meeting required standards e.g. ability to sleep undisturbed in ones home, cumulative impacts of long durations of construction activity: <ul style="list-style-type: none"> <li>In areas with more residential uses where night works are undertaken</li> <li>Aged care facilities with residents sleeping during the day. Taka St aged care facility with a dementia ward – residents could potentially become more agitated.</li> </ul> ECE facilities with young kids sleeping during the day – proximity of facilities on Manuroa road to Manuia Road construction	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate	
<b>Impacts on personal and property rights</b>														
⊖ Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through construction processes – construction 'entering' private property, restricting or limiting access, etc.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of potentially affected properties</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Individual properties	Duration of construction	G3	E3	V1	R1	Moderate	x	x	x	Almost Certain	High	
⊖ Perceived impacts to housing and businesses, e.g. potential for cracking of structures associated with vibration from nearby construction sites – especially in properties east of the rail line on peat soils.	<ul style="list-style-type: none"> <li>Landowners of potentially affected properties</li> <li>Leaseholders, tenants and other occupiers of</li> </ul>	Individual properties	Duration of construction	G3	E3	V1	R2	Moderate	–	–	x	Rare	Low	

Impact description				Significance				Consequence	Likelihood			Overall Rating <sup>3</sup>		
Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
[Understand some of the Addison properties have experienced cracking, etc]	potentially affected properties • Business owners and operators, including light industry businesses													
<b>Fears and aspirations</b>														
⊕	Potential positive impacts and aspirations associated with perceived investment in Takaanini and potential for positive transformation of the area.	All groups	Suburb	ongoing	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
⊕	Potential positive impacts associated with excitement and anticipation of improved safety and active mode connections across the rail line.	All groups	Suburb	ongoing	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
<b>Socio-economic impacts</b>														
⊕	Construction employment opportunities for skilled workforce, and opportunities for upskilling to meet construction training requirements. Opportunities for people from within the local community, wider southern Auckland area and beyond. Particular opportunity for training to employment working with Skills Update should they be able to remain in the area.	• People living and working in the area • People in Local Board areas, particularly Papakura • People in the wider Auckland Region.	Region	Duration of construction	G3	E1	V1	R1	Moderate	x	x	x	Almost Certain	High
⊕	Increased business activity as a result of the construction workforce, such as cafés and food businesses in proximity to construction sites.	• Business owners and operators, including light industry businesses	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate
⊕	Increased demand for goods and services would provide procurement opportunities for local and Māori businesses to subcontract to the primary construction contractor.	Business owners and operators, including light industry businesses	Region	Duration of construction	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High
⊖	Reduced business activity and customers/clients as a result of disruption from construction activity, including changes to access and visibility of businesses or the need for temporary closures.	• Business owners and operators, including light industry businesses	Locality	Duration of construction	G3	E2	V2	R2	Moderate	x	x	x	Almost Certain	High
<b>Cumulative impacts</b>														

Impact description					Significance				Consequence	Likelihood				Overall Rating <sup>3</sup>
Impact	Affected groups <sup>4</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊖ Potential cumulative impacts within the broader Takanini area associated with other developments which could include the FTN and/or urban intensification which may disrupt community connection to place, and potentially result in 'construction fatigue'.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	<b>Moderate</b>	

### 3 Potential Social Impacts – Operation

⊕ Positive impact      ⊖ Negative impact

Table 3: Potential social impacts (operation)

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>5</sup>
	Impact	Affected groups <sup>6</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
Impacts on <b>way of life</b>														
⊕	Increased access for pedestrians and cyclists with improved pedestrian and cycling facilities (noting these are limited for cycling as in some locations they won't connect into existing networks anywhere - no existing networks). There are only cycling facilities on parts of Walters Road	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Suburb	permanent	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
⊖	Permanent changes to access for properties (inc. services and businesses) and some intersections along the route as a result of some intersection and road closures and access reconfigurations. Changes to access arrangements within private properties due to closure of private roads which may increase travel times and routes for property owners, and increase safety risks.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
⊖	Closures of public roads may result in changes to the way people using the area access businesses, community facilities and services.	<ul style="list-style-type: none"> <li>People travelling through the area, including commercial road users</li> <li>People who purchase goods and services from the area</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Suburb	permanent	G3	E2	V2	R1	Moderate	–	x	x	Likely	Moderate

<sup>5</sup> See Appendix C for methodology

<sup>6</sup> Based on affected groups identified in Section 4.1 of this SIA.

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>5</sup>
	Impact	Affected groups <sup>6</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Potential increased community severance with bridge structures creating a 'barrier' across roads	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	locality	permanent	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊕	Improvements to how people get around with removal of all delays at level crossings enabling unrestricted travel across the rail line in three locations.	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Suburb	permanent	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
<b>Impacts on culture</b>														
⊕	Reflection of cultural values and aspirations in bridge structures through design elements	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Manawhenua</li> </ul>	locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
<b>Quality of the environment</b>														
⊖	Increased antisocial behaviour as a result of people living or 'hanging out' under overbridges	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Locality	permanent	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity within the Takanini town Centre as a result of the presence of the rail overbridge bridge.	<ul style="list-style-type: none"> <li>People who purchase goods and services from the area</li> <li>People living and working in the area</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Locality	permanent	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊕	Increased public safety with removal of conflict with rail	<ul style="list-style-type: none"> <li>People travelling through the area, including commercial road users</li> </ul>	Locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
⊕	Increased amenity with less noise disruption. When we remove a level crossing, there are no more bells and gates coming down and the train drivers no longer have to sound their horns at crossing points.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
<b>Health and Wellbeing</b>														
⊕	Elimination of injury/fatality at level crossings	<ul style="list-style-type: none"> <li>People travelling through the area, including commercial road users</li> </ul>	locality	permanent	G1	E3	V2	R1	Significant	x	x	x	Almost Certain	Extreme

	Impact description				Significance				Consequence	Likelihood				Overall Rating <sup>5</sup>
	Impact	Affected groups <sup>6</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Impacts on emergency services with potential longer response times as a result of longer routes into some areas as a result of permanent level crossing closures.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Suburb	permanent	G3	E2	V2	R1	Moderate	–	x	x	Likely	Moderate
⊕	Impacts on emergency services with potential quicker response times as a result of no delays at level crossings.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Suburb	permanent	G3	E2	V2	R1	Moderate	–	x	x	Likely	Moderate
⊕	Increased perceptions of safety by families increasing confidence in people walking and cycling	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	Suburb	permanent	G4	E2	V2	R1	Minor	x	x	x	Almost Certain	Moderate
⊖	Increased effort needed from pedestrians and cyclists due to the slopes associated with the grade separation	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	locality	permanent	G4	E3	V2	R1	Minor	x	x	x	Almost Certain	Moderate
⊕	Improved health and wellbeing with increased access to active transport modes leading to healthier lifestyles (noting these are limited for cycling as they don't connect into existing networks anywhere - no existing networks)	<ul style="list-style-type: none"> <li>People living and working in the area</li> <li>People travelling through the area</li> </ul>	People in Local Board areas, especially Papakura	permanent	G1	E2	V2	R1	Significant	–	x	x	Likely	High
⊖	Nuisance from lighting from bridge – especially as elevated, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home.	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	locality	permanent	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate
⊖	Nuisance from traffic noise from bridge – especially heavy vehicles on Manuia Road bridge at night – gear changing, etc, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home. Portrush Lane homes	<ul style="list-style-type: none"> <li>People living and working in the area</li> </ul>	locality	permanent	G2	E3	V2	R2	Moderate	–	x	x	Likely	Moderate
<b>Socio-economic impacts</b>														
⊕	Long term employment for people who have been involved in construction and participated in skills & workforce development pathways that may lead to other jobs within infrastructure and construction.	<ul style="list-style-type: none"> <li>People in the wider Auckland Region</li> <li>People in Local Board areas, especially Papakura</li> </ul>	Region	permanent	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High

Impact description					Significance				Consequence	Likelihood				Overall Rating <sup>5</sup>
Impact	Affected groups <sup>6</sup>	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊕ Increased commercial investment in the area as a result of safe and efficient access to freight routes	<ul style="list-style-type: none"> <li>Landowners</li> <li>Business owners and operators, including light industry businesses</li> </ul>	Suburb	permanent	G3	E2	V2	R1	Moderate	x	x	x	Almost Certain	High	
⊕ Improvements in freight productivity, reliability and availability, and benefits to the community from removal of delays at level crossings.	<ul style="list-style-type: none"> <li>People in Local Board areas, especially Papakura</li> </ul>	Region	permanent	G2	E1	V2	R1	Major	x	x	x	Almost Certain	High	

## 4 Significant social impacts and mitigation

### 4.1 Planning

Table 4: Priority impacts - Planning

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<b>Impacts on way of life</b>				
Loss of locally significant businesses and services including <ul style="list-style-type: none"> <li>• Early childhood education centres</li> <li>• BP Service station</li> <li>• Trade Training Centre</li> </ul>	<b>Extreme</b>	1	Provide information to ECE's about Auckland Unitary Plan requirements to different zones to enable businesses to undertake their own long term business planning and make appropriate decisions. Engage with the Ministry of Education to better understand licencing of ECE's and options. Work with Auckland Council to explore opportunities for how land required for construction but not operation could be used in the future	2
Potential for changes to some routines and convenience for some residents due to the acquisition of properties containing several local businesses - in addition to the ECEs, Service Station and trade training centre. These include vehicle servicing and tyre repair, marine servicing and retail services.	<b>High</b>	1	Stakeholder and Community Engagement Plan	2
Changes in access to services and facilities as a result of leasees not renewing leases in properties near Walters Road due to uncertainty about project impacts (during construction and permanent): <ul style="list-style-type: none"> <li>• Southgate leases on Walters Road</li> <li>• Town centre leases near Walters Road</li> </ul>	<b>Moderate</b>	3	Stakeholder and Community Engagement Plan	3
Changes in access to services and facilities as a result of loss of businesses through acquisition: <ul style="list-style-type: none"> <li>• BP service station and truck stop on GSR near Manuia Road. There is one other truck stop – Allied Petroleum on Spartan Road. Loss of BP could impact industrial/ freight industry. Other nearest truck stop is on the motorway – southbound BP at Papakura.</li> <li>• ECE centres – removing up to 3 from the wider community, anticipate significant impact to families and workers in the area. Esp those with children at nearby primary schools and people with fixed hours employment. There is significant demand for these facilities and limited spaces in the current ones. If no spaces available elsewhere in the community then employment for some people might be jeopardised.</li> <li>• Trade education centre at Walters Road – nearest alternative centre is in Mangere requiring significant travel to an area not well serviced by PT – potential cost as well as additional time away from the home in travel time. Centre provides Building and Construction trade education (among other</li> </ul>	<b>High</b>	1	Stakeholder and Community Engagement Plan	2

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
things) and if lost to the area also a loss of opportunity for positive Social Outcomes to provide pathways from training to education. <ul style="list-style-type: none"> <li>Commercial properties not suited to relocation into the undeveloped industrial land in the Porchester/Popes Road area (ie no commercial visibility from busy roads, etc).</li> </ul>				
Severance of Manuroa Road – potential positive as increases amenity of residential homes in proximity to the rail. Felt as soon as construction starts.	Moderate	3		3
<b>Impacts on culture<sup>7</sup></b>				
Potential impacts on local social ties and community relationships to place due to acquisition and loss of residential properties and local businesses in this area, and changes to access to recreation areas (such as Takanini Reserve).	Extreme	1	Stakeholder and Community Engagement Plan Property Management Strategy	2
Changes to community relationships to place due to the acquisition or disruption of some important community meeting places and/or businesses – particularly ECE centres and resulting impacts on families.	Extreme	1	Stakeholder and Community Engagement Plan	2
<b>Family and community</b>				
Possible changes to local community (at a localised level) associated with property acquisition and families having to move out of the area.	Extreme	1	Stakeholder and Community Engagement Plan Property Management Strategy	2
Changes to the way the community functions, social ties and it's cohesion as a result of the loss of ECE facilities and the impacts on families in the area.	Extreme	1	Stakeholder and Community Engagement Plan	2
Changes to sense of place, particularly within the Taka St and Walters Road area as a result of properties being vacated and potentially buildings removed prior to construction	Moderate	3	Stakeholder and Community Engagement Plan Property Management Strategy	4
<b>Quality of the environment</b>				
Perceived reduction in the safety of the area as properties are acquired and homes vacated. Vacant buildings attract antisocial behaviour before they are removed during construction.	Moderate	3	Property Management Strategy	4
<b>Impacts on health and wellbeing</b>				
Stress and anxiety (Psycho-social impacts) for some more vulnerable community members resulting from a loss of social networks and social support a result of property acquisition, businesses ceasing to operate in the location or area, and people having to move out of the area. Particularly relevant for the residents of	High	1	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	2

<sup>7</sup> Manawhenua cultural values are not considered within this assessment and are addressed within the AEE.

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
the Takanini Care Centre and their connections with the Amber Early Learning Centre.				
Increased anxiety and uncertainty for directly affected landowners between now and when active property acquisition commences.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	4
Increased anxiety and uncertainty for leaseholders, tenants and other occupiers of potentially affected properties between now and when active property acquisition commences.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	4
Increased anxiety and uncertainty for business owners and operators and those employed in directly affected businesses between now and when active property acquisition commences – particularly for businesses that might be 'lost' to the community thereby removing those employment opportunities from the area as well.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	4
Increased anxiety and uncertainty during active property acquisition. Uncertainty and stress for some landholders affected by land requirements for the proposal, leading to the potential for individual and community wellbeing impacts for some.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy PWA Process	4
<b>Impacts on personal and property rights</b>				
Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through property acquisition processes.	High	1	Stakeholder and Community Engagement Plan PWA Process Community Health and Wellbeing Strategy	2
Impacts caused by the Public Works Act property acquisition process – land/property acquisition or severance within a property, potential land redistribution between different or new owners	Moderate	3	Stakeholder and Community Engagement Plan PWA Process	3
Loss of autonomy of decision making about future of land/businesses for directly affected properties – especially for those businesses where there are perceived or actual limitations on where they can go to stay within the area. Less relevant for industrial uses. More relevant for smaller and commercial businesses who rely on high visibility locations.	Moderate	3	Stakeholder and Community Engagement Plan	3
Impacts caused by the Public Works Act property acquisition process – land/property acquisition or severance within a property, potential land redistribution between different or new owners.	Moderate	3	Stakeholder and Community Engagement Plan PWA Process Community Health and Wellbeing Strategy	4
Certainty for landowners and business owners/operators about future development enabling long term planning about the future of properties/businesses – especially for businesses who were considering	High	1	Stakeholder and Community Engagement Plan	1

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
redevelopment / relocation / growth within the next 5 or so years. Certainty could provide them with more confidence about their planned future investment.				
<b>Fears and aspirations</b>				
Potential concern and anxiety about future security for residents or landowners affected by property acquisition, and associated uncertainty for business owners, employees and residents for their next steps once acquisition has been completed. This locality has a high deprivation score and the housing in this area is fairly affordable compared to other areas of Auckland, including those in proximity to the project area. Loss of private housing in this area could displace residents who may not be able to easily secure alternative housing.	High	1	Stakeholder and Community Engagement Plan PWA Process  Community Health and Wellbeing Strategy	2
Potential negative impacts associated with fear of disruption to local community character, and perceptions about potential long term changes to the fabric of the community, particularly in combination with other development such as intensification of housing as a result of changes to the Auckland Unitary Plan.	Extreme	1	Stakeholder and Community Engagement Plan  Community Health and Wellbeing Strategy	2
Potential negative impacts associated with fear of disruption to the Takanini Town Centre, and perceptions about potential long term changes to the amenity of the area and attractiveness of the Town Centre. There is a request for "Master Planning" of the area, including a new train station with the grade separation of Walters Road to be considered within that master planning.	Moderate	3	Stakeholder and Community Engagement Plan  Community Health and Wellbeing Strategy	3
Certainty about future development of the transport network enabling businesses in the area and landowners to plan for the future	Moderate	3	Stakeholder and Community Engagement Plan	3
Potential positive impacts and aspirations associated with perceived investment in Takanini and the potential for positive transformation of the area.	Extreme	1	Stakeholder and Community Engagement Plan	1
<b>Socio-economic impacts</b>				
Potential loss of employment / livelihood for owners and employees of businesses that close or relocate out of the areas prior to construction.	Extreme	1	Long timeframes before active property acquisition and construction along with the Stakeholder and Community Engagement Plan can ensure businesses are informed regarding timeframes and have time to undertake their own business planning	
Reduced commercial activity in the area as businesses relocate / close as a result of property acquisition leaving empty buildings / tenancies. Businesses may not renew leases and seek other locations as they are uncertain about what construction impacts might be and how they might be managed. People also change their shopping habits and shop in other areas as services and businesses they used have been displaced as a result of property acquisition. Particularly relevant in the Waters Road area.	Moderate	3	Stakeholder and Community Engagement Plan Property Management Strategy	4
Reduced access to education and training as a result of the loss of trade training centre. This could mean students have to travel further and longer to access the	Extreme	1	Stakeholder and Community Engagement Plan	1

	Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
	same education opportunities. This could increase cost. This increase in time, distance and cost could mean they are no longer able to participate in training.				
	Reduced access to ECE meaning some parents may not be able to work or participate in other activities, including education. Parents or caregivers may need to travel further and / or there may not be capacity at other centres within the area.	<b>Extreme</b>	1	Stakeholder and Community Engagement Plan	1
<b>Decision Making Systems</b>					
	People feel they have not had an adequate opportunity to influence decision making processes for the Project.	<b>High</b>	1	Stakeholder and Community Engagement Plan	2

## 4.2 Construction

Table 5: Priority impacts – Construction

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<b>Impacts on way of life</b>				
Impacts on how people get around: <ul style="list-style-type: none"> <li>pedestrians and cyclists – people walking along the footpath, cycling on Taka Street and Manuroa Road to access the Takanini Train Station due to construction activity, including changed wayfinding and potential temporary closures. Particularly for Taka St peds/cyclists with greater disruption expected from construction of the overbridge. Also some residents of the aged care facility cross the rail and access the train station.</li> </ul>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
Reduced access to parking during construction – It was noted that parking on Taka Street in the vicinity of the Aged Care facility is used by visitors, especially when a new resident is settling in or a resident is experiencing end of life care and there are no restrictions on visiting numbers or hours. This is a sporadic activity, but a reduction in parking or increased competition for car parking (due to site access requirements or construction workers using the car parks) during the construction phase could create stress and anxiety for visitors.	High	1	Construction Management Plan	2
Changes to daily living routines could be possible due to changes to local access routes as a result of construction, including changed access arrangements to properties, relocation of bus stops to alternative locations.	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
Impacts on how people get around: <ul style="list-style-type: none"> <li>pedestrians and cyclists – people walking along the footpath, cycling on Walters Road across the rail. Stakeholders have told us workers/users of facilities cross the rail frequently.</li> </ul>	High	1	Construction Management Plan Development Response Plan	2
Impacts on how people get around: <ul style="list-style-type: none"> <li>how heavy vehicles access the Takaanini industrial area with the closure of Spartan Road level crossing. Also split business operations at Spartan Road for Halls who operate on either side of the rail corridor. Consequential impact on business having to go around via Manuia Road. At present much of the industrial traffic does not need to go through residential areas with access very close to the motorway interchange.</li> <li>VTNZ facility on eastern side of rail services heavy vehicle industry (COFs and entry certs)</li> <li>Hall's Coldchain logistics operate on both sides of the rail with closure of Spartan Road level crossing increasing severance between their operating sites.</li> </ul>	High	1	Construction Management Plan Stakeholder and Community Engagement Plan	2
Impacts on how people access services and facilities: <ul style="list-style-type: none"> <li>Reduced access to the Takaanini Town Centre as a result of temporary traffic management – It is anticipated that for a part of the construction period for the Walters Road Grade Separation, there would be intermittent road closures of local roads. This may cause delays for motorists and reduce access to</li> </ul>	High	1	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	2

	Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
	<p>Southgate and the Takanini Town Centre, including health services being the Takanini Medical Centre and Dental Centre. The vast majority of customers drive to the precinct.</p> <ul style="list-style-type: none"> <li>• Reduced access to ECE facilities on Manuroa Road (Best Start) as a result of TTM</li> <li>• Reduced vehicle access to Takaanini Community Hall as access from Taka St will be closed. Access via Beach Road and Glenora Road only.</li> <li>• Reduced access to Z Takaanini at the corner of GSR and Taka Street – depending on locations of underground tanks could be greater impact?</li> <li>• Reduced access to Takaanini retail/commercial area at the corner of GSR / Manuia Road / Manuroa Road. Manuia Road access potentially to be closed for a period during construction. Access via Manuroa Road only. Anticipate these shops/services are important to people east of the rail so maintaining Manuroa Road level crossing open until Manuia Road complete will be important.</li> <li>• Construction impacts the Takanini Reserve as a local recreation facility. Access to this is likely to be disrupted due to construction activity. It's generally a passive recreation facility with small children's play equipment at the Station Road end. Skate park facility at the Taka Street end will be impacted. The Reserve will remain accessible via Station Road.</li> <li>• Potential impacts on access to the Takaanini Train Station</li> </ul>			Design considerations to improve connectivity of the Takaanini Reserve to the surrounding area	
	Delays to traffic and flow on impacts to local and regional economy and business operators.	<b>Moderate</b>	3	Construction Management Plan	4
	Some minor changes to daily living routines could be possible due to changes to local access routes as a result of construction site.	<b>High</b>	2	Construction Management Plan Stakeholder and Community Engagement Plan	3
<b>Family and community</b>					
	There is the potential for some changes to the accessibility of social infrastructure in the locality – for people travelling by train, bus or on foot – due to adjustments to transport infrastructure in the immediate vicinity of the construction site (including active transport). People using bus services in the area or accessing the Takanini Train Station may experience some changes to access routes or minor increases in travel time.	<b>High</b>	1	Construction Management Plan Stakeholder and Community Engagement Plan	2
	<p>Changes to community character and sense of place – streetscape, access, increased number of workers and visitors to areas due to construction.</p> <ul style="list-style-type: none"> <li>• Likely to be particularly noticeable around Taka Street which has a residential character, ECE facility and aged care facility as well.</li> <li>• Potentially in the vicinity of the Takaanini Town Centre with a change in sense of place as the overbridge becomes an elevated feature in the landscape</li> </ul> <p>It is noted that changes in character as a result of more intensive residential development around the Takaanini Train Station – on Taka Street and Manuroa Road is likely to occur in the coming years. The environment in which the Taka Street overbridge is constructed could be significantly different to what it is at present meaning the bridge might not be such a dominant feature within the environment at the time of construction.</p>	<b>High</b>	1	Construction Management Plan	2

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<p>Changes to how communities function as a result of the closures of Manuroa and Spartan Road level crossings.</p> <ul style="list-style-type: none"> <li>Those from the western side accessing the local shops on Manuroa Road on the eastern side of the rail will need to access the same shops via the new Manuia Road overbridge via GSR. May not be as convenient so may seek to shift where they go.</li> <li>Changes to how the industrial community functions with a need to change travel patterns.</li> </ul>	Moderate	3	Construction Management Plan	4
<p>Potential changes to community character and people's sense of place and belonging associated with the possible change to the residential character of the area to the east of the Takaanini Train Station in particular due to increased construction activity, changes to the streetscape and an influx of unfamiliar construction workers into the area.</p>	Moderate	3	Construction Management Plan	4
<b>Quality of the environment</b>				
<p>Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction noise and vibration, including increased traffic along temporary detour routes during construction.</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
<p>Construction noise and vibration may be particularly experienced by sensitive receivers surrounding the construction site which could affect local social interactions. This includes residential communities in close proximity to the construction site, residents and staff in the Aged Care facility on Taka Street. Noise and vibration has the potential to negatively affect people's experience of everyday activities including physical activities and social interactions. The highest impacts would occur during noise intensive works at the construction site that use noise intensive equipment.</p>	Moderate	3	Construction Management Plan Stakeholder and Community Engagement Plan	4
<p>Reduced amenity for residents of the aged care facility on Taka Street as a result of construction of the overbridge at Taka Street. The aged care facility is a sensitive receiver for noise and vibration.</p>	Moderate	3	Construction Management Plan Stakeholder and Community Engagement Plan	4
<p>Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction activity, noise and vibration, including access to Takanini Reserve.</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
<p>Reduced amenity within the Takaanini Town Centre and parts of Southgate as a result of construction activity impacts such as noise or vibration, temporary changes to the streetscape, and the construction of the overbridge.</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
<p>Temporary changes to the appearance and use of local surroundings associated with reduced amenity due to construction noise, vibration, changes to the streetscape and establishment of a construction site in a residential area. [check if there will be one] This may potentially result in reduced personal enjoyment of private homes and</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
nearby outdoor activities for residents and users that are close to the construction site.				
Perceived and potential actual safety impacts associated with changed sightlines, establishment of construction site and changes to wayfinding and reduced accessibility of streets during construction as access is limited <ul style="list-style-type: none"> <li>Particularly around the Takaanini Town Centre and Southgate</li> <li>May reduce perceptions of safety, particularly at night.</li> <li>Residents of aged care facilities may be experiencing illness and disability, and / or stress and concerns which may mean they are more sensitive and could result in these changes being felt more acutely – dementia ward</li> <li>Visitors to aged care facilities and ECE facilities may perceive a less safe environment and not enrol/withdraw their children or not settle relatives/temporary remove relatives from aged care facility</li> </ul>	<b>Moderate</b>	3	Good Neighbours Policy Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
Increased personal safety as a result of less anti-social behaviour due to the presence of construction activity. Stakeholders have told us there is existing anti-social behaviour within the Takaanini Town Centre.	<b>Moderate</b>	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	2
<b>Impacts on health and wellbeing</b>				
Potential negative impacts associated with concern about disruption to, and the ongoing transformation of areas which will undergo significant changes. The scale and pace of change can impact people's sense of place and belonging (Solastalgia). Particularly in areas around the Takanini Train Station – Taka Street and Manuroa Road which are likely to experience more intensive residential development.	<b>Moderate</b>	3	Stakeholder and Community Engagement Plan	2
Perceived safety impacts associated with the influx of unfamiliar construction workers in a local neighbourhood setting, adjacent to sensitive locations such as the aged care facility on Taka Street, which may cause anxiety and concern to local residents.	<b>Moderate</b>	3	Good Neighbours Policy Construction Management Plan Stakeholder and Community Engagement Plan	2
Restrictions to access or delays to access the Takaanini Train Station could mean people behave in a dangerous and unsafe manner to get to services in time.	<b>Moderate</b>	3	Construction Management Plan Stakeholder and Community Engagement Plan	2
Potential for increased emergency response times due to temporary changes to access and road conditions.	<b>Moderate</b>	3	Stakeholder and Community Engagement Plan	2
Impacts to health and wellbeing associated with impacts of construction noise, dust and vibration, regardless of meeting required standards e.g. ability to sleep undisturbed in ones home, cumulative impacts of long durations of construction activity: <ul style="list-style-type: none"> <li>In areas with more residential uses where night works are undertaken</li> <li>Aged care facilities with residents sleeping during the day. Taka Street aged care facility with a dementia ward – residents could potentially become more agitated and violent (?).</li> </ul>	<b>Moderate</b>	3	Construction Management Plan Stakeholder and Community Engagement Plan	2

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
• ECE facilities with young kids sleeping during the day – proximity of facilities on Manuroa Road to Manuia Road construction				
<b>Impacts on personal and property rights</b>				
Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through property acquisitions and construction processes. – construction 'entering' private property, restricting or limiting access, etc.	High	1	Construction Management Plan Stakeholder and Community Engagement Plan	2
<b>Fears and aspirations</b>				
Potential positive impacts and aspirations associated with perceived investment in Takanini and potential for positive transformation of the area.	High	1	Stakeholder and Community Engagement Plan	1
Potential positive impacts associated with excitement and anticipation of improved safety and active mode connections across the rail line.	High	1	Stakeholder and Community Engagement Plan	1
<b>Socio-economic impacts</b>				
Construction employment opportunities for skilled workforce, and opportunities for upskilling to meet construction training requirements. Opportunities for people from within the local community, wider southern Auckland area and beyond. Particular opportunity for training to employment working with Skills Update should they be able to remain in the area.	High	1	Stakeholder and Community Engagement Plan	1
Increased business activity as a result of the construction workforce, such as cafés and food businesses in proximity to construction sites.	Moderate	3	Stakeholder and Community Engagement Plan	1
Increased demand for goods and services would provide procurement opportunities for local and Māori businesses to subcontract to the primary construction contractor.	High	1	Stakeholder and Community Engagement Plan	1
Reduced business activity and customers/clients as a result of disruption from construction activity, including changes to access and visibility of businesses or the need for temporary closures.	High	1	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	2
<b>Cumulative impacts</b>				
Potential cumulative impacts within the broader Takaanini area associated with other developments which could include the FTN and/or urban intensification which may disrupt community connection to place, and potentially result in 'construction fatigue'.	Moderate	3	Stakeholder and Community Engagement Plan	4

## 4.3 Operation

Table 6: Priority impacts – Operation

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<b>Impacts on way of life</b>				
Increased access for pedestrians and cyclists with improved pedestrian and cycling facilities (noting these are limited for cycling as in some locations they won't connect into existing networks anywhere - no existing networks). There are only cycling facilities on parts of Walters Road	High	1	None required	1
Permanent changes to access for properties (inc. services and businesses) and some intersections along the route as a result of some intersection and road closures and access reconfigurations. Changes to access arrangements within private properties due to closure of private roads which may increase travel times and routes for property owners, and increase safety risks.	High	1	Stakeholder and Community Engagement Plan – actions during construction period to inform and educate people about permanent changes.	3
Closures of public roads may result in changes to the way community members access properties, community facilities and services.	Moderate	3	Stakeholder and Community Engagement Plan – actions during construction period to inform and educate people about permanent changes.	4
Potential increased community severance with bridge structures creating a 'barrier' across roads.	Moderate	3	None required. Design solutions implemented during the planning and construction phases.	
Improvements to how people get around with removal of all delays at level crossings enabling unrestricted travel across the rail line in three locations.	High	1	None required	1
<b>Impacts on culture</b>				
Reflection of cultural values and aspirations in the Project increasing people's connection to the land	High	1	None required	1
<b>Quality of the environment</b>				
Increased antisocial behaviour as a result of people living or 'hanging out' under overbridges.	Moderate	3	Design solutions implemented during the planning and construction phases.	
Reduced amenity within the Takanini town Centre as a result of the presence of the rail overbridge bridge.	Moderate	3	None required. Design solutions implemented during the planning and construction phases.	3
Increased public safety with removal of conflict with rail.	High	1	None required	1
Increased amenity with less noise disruption. When we remove a level crossing, there are no more bells and gates coming down and the train drivers no longer have to sound their horns at crossing points.	High	1	None required	1

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<b>Impacts on health and wellbeing</b>				
Elimination of injury/fatality at level crossings.	<b>Extreme</b>	1	None required	1
Impacts on emergency services with potential longer response times as a result of longer routes into some areas as a result of permanent level crossing closures.	<b>Moderate</b>	3	Stakeholder and Community Engagement Plan – actions during construction period to inform and educate people about permanent changes.	3
Impacts on emergency services with potential quicker response times as a result of no delays at level crossings.	<b>Moderate</b>	3	None required	3
Increased perceptions of safety by families increasing confidence in people walking and cycling.	<b>Moderate</b>	3	None required	3
Increased effort needed from pedestrians and cyclists due to the slopes associated with the grade separation	<b>Moderate</b>	3	None required. Design solutions implemented during the planning and construction phases.	3
Improved health and wellbeing with increased access to active transport modes leading to healthier lifestyles (noting these are limited for cycling as they don't connect into existing networks anywhere - no existing networks)	<b>High</b>	1	None required	1
Nuisance from lighting from bridge – especially as elevated, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home.	<b>Moderate</b>	3	Design solutions implemented during the planning and construction phases including road barriers and low spill lighting.	4
Nuisance from traffic noise from bridge – especially heavy vehicles on Manuia bridge at night – gear changing, etc, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home. Portrush Lane homes	<b>Moderate</b>	3	Design solutions implemented during the planning and construction phases, including maximum gradients, etc as per the Noise == Traffic Effects Report.	3
<b>Socio-economic impacts</b>				
Long term employment for people who have been involved in construction and participated in skills & workforce development pathways that may lead to other jobs within infrastructure and construction.	<b>High</b>	1	None required	1
Increased commercial investment in the area as a result of safe and efficient access to freight routes.	<b>High</b>	1	None required	1
Improvements in freight productivity, reliability and availability, and benefits to the community from removal of delays are level crossings.	<b>High</b>	1	None required	1