

North West Strategic Social Impact Assessment

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Abbreviations

Acronym/Term	Description
AEE	Assessment of Effects on the Environment
ASH	Alternative State Highway
AT	Auckland Transport
AUP:OP	Auckland Unitary Plan Operative in Part
BCI	Brigham Creek Interchange
CC2W	City Centre to Westgate
FTN	Frequent Transit Network
FULSS	Future Urban Land Supply Strategy
FUZ	Future Urban Zone
NAL	North Auckland Line
NoR	Notice of Requirement (under the Resource Management Act 1991)
RMA	Resource Management Act 1991
RTC	Rapid Transit Corridor
RAMC	Regional Active Mode Corridor
RUB	Rural Urban Boundary
SG	Te Tupu Ngātahi Supporting Growth
SH16	State Highway 16
SIA	Social Impact Assessment
The Council	Auckland Council
Waka Kotahi	Waka Kotahi NZ Transport Agency

Glossary of Acronyms / Terms

Acronym/Term	Description
Auckland Council	Means the unitary authority that replaced eight councils in the Auckland Region as of 1 November 2010.
Strategic Assessment Package	Four Notices of Requirement (for ASH, RTC, Station Road and SH16) and one alteration to an existing designation (SH16 Main Road) for the Whenuapai Arterial Transport Network for Auckland Transport.

1 Executive Summary

This Social Impact Assessment (**SIA**) has been prepared for the North West Strategic Notices of Requirement (**NoRs**) for Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Auckland Transport (**AT**) (the “**Strategic Assessment Package**”).

The NoRs are to designate land for future strategic and local arterial transport corridors as part of Te Tupu Ngātahi Supporting Growth Programme (**Te Tupu Ngātahi**) to enable the construction, operation and maintenance of transport infrastructure in the North West area of Auckland.

The NoRs considered in this SIA are:

- Alternative State Highway, including Brigham Creek Interchange
- SH16 Main Road Upgrade
- Rapid Transit Corridor and Regional Active Mode Corridor
- Kumeū Rapid Transit Station
- Huapai Rapid Transit Station
- Access Road Upgrade

Social impacts have been identified drawing on a range of data sources including a literature review of other similar projects, a community profile of the local, wider and regional communities, and interviews with local stakeholders and community organisations.

Social impacts are identified for each of the 6 NoRs at local, wider and regional scales. Impacts are considered at the route protection, construction and operational stages.

On the whole, the NoRs will have largely positive impacts for the communities they serve. The NoRs will improve the connectivity and reliability of the North West transport network and provide additional transport choices, making it easier for people to travel to and through this area. Route protection of the corridors will provide certainty to the local, wider and regional communities that plans are in place to help manage the traffic congestion which is currently an issue for many in the North West.

The NoRs will also give rise to some potential negative impacts. These primarily relate to the route protection phase (if local residents are uncertain and anxious about the future of their communities) and the construction phase (if noise, vibration and additional traffic movements cause disruption to the local and wider communities). Some negative impacts could be experienced during the operational phase of particular projects if access to community assets such as community halls and parks is made more difficult, or if some people perceive that their quality of environment has declined as a result of the projects. Recommendations are provided in the SIA as to how these negative impacts can be managed and mitigated.

1 Introduction

This Social Impact Assessment (**SIA**) has been prepared for the North West Strategic Notices of Requirement (**NoRs**) for Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Auckland Transport (**AT**) (the “**Strategic Assessment Package**”).

The NoRs are to designate land for future strategic and local arterial transport corridors as part of Te Tupu Ngātahi Supporting Growth Programme (**Te Tupu Ngātahi**) to enable the construction, operation and maintenance of transport infrastructure in the North West area of Auckland.

This report assesses the potential social impacts of the North West Strategic Assessment Package identified in and Table 1-1 below. Refer to the AEE for a more detailed project description.

Table 1-1: North West Strategic Assessment Package – Notices of Requirement and Projects

Notice	Project
NoR S1	Alternative State Highway (ASH), including Brigham Creek Interchange (BCI)
NoR S2	SH16 Main Road Upgrade
NoR S3	Rapid Transit Corridor (RTC), including the Regional Active Mode Corridor (RAMC)
NoR KS	Kumeu Rapid Transit Station
NoR HS	Huapai Rapid Transit Station
NoR S4	Access Road Upgrade

1.1 Purpose and Scope of this Report

The SIA forms part of a suite of technical reports prepared to support the assessment of effects within the Strategic Assessment Package. Its purpose is to inform the AEE that accompanies the Strategic Assessment Package sought by Waka Kotahi and AT.

The purpose of this SIA is to assess the actual and potential social impacts associated with the planning (route protection phase), construction, operation and maintenance of the Strategic Assessment Package on the existing and likely future environment and recommend measures that may be implemented to avoid, remedy and/or mitigate these impacts.

The scope of this report is as follows:

- a) Social context of the Strategic Assessment Package area.
- b) Actual and potential social impacts of each Project corridor within the Strategic Assessment Package.
- c) Recommended measures as appropriate to avoid, remedy or mitigate actual and potential social impacts (including any conditions/management plan required) for each Project corridor within the Strategic Assessment Package; and
- d) Overall conclusion of the level of actual and potential social impacts for each Project corridor within the Strategic Assessment Package after recommended measures are implemented.

2 Strategic Assessment Package Overview

An overview of the Strategic Assessment Package is provided in Figure 2-1, with a brief summary of the Strategic Assessment Package projects provided in Table 2-1.

The Strategic Package has been developed to provide additional transport connections through the North West, particularly to facilitate the projected growth in this area.

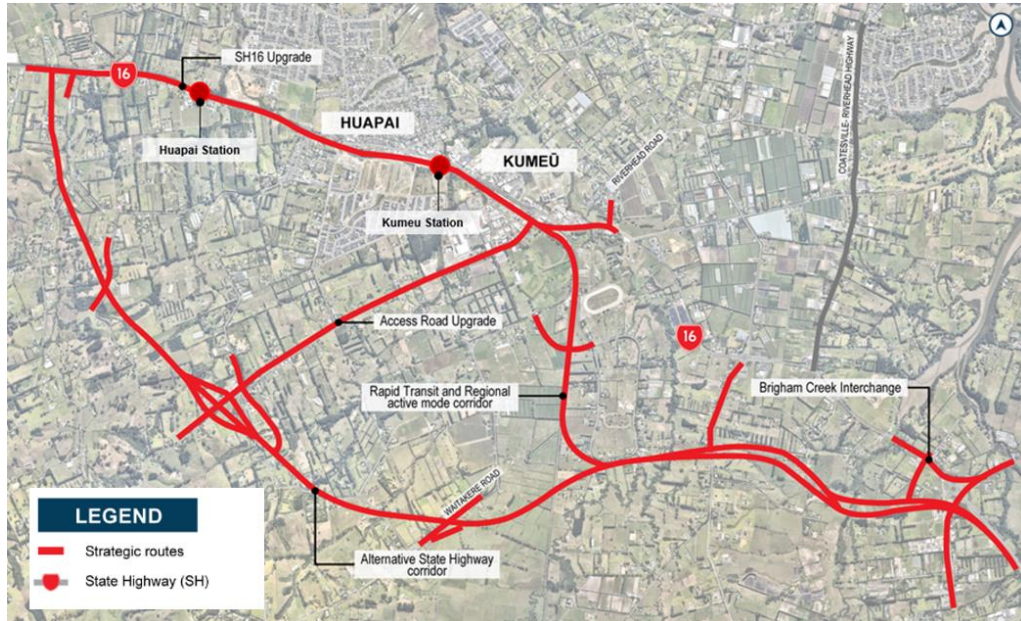


Figure 2-1: North West Strategic Assessment Package – Overview of NoRs for Assessment

Table 2-1: Strategic Assessment Package Project Summary

Corridor	NOR	Description	Requiring Authority
Alternative State Highway	S1	A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange.	Waka Kotahi
State Highway 16 Main Road Upgrade (alteration to existing designation 6766)	S2	Upgrade to urban corridor including active modes and realignment of Station Road intersection with SH16.	Waka Kotahi
Rapid Transit Corridor	S3	New Rapid Transit Corridor and active mode corridor in one co-located corridor.	Waka Kotahi
Kumeū RTC Station	KS	New rapid transit station, including transport interchange facilities and accessway.	Waka Kotahi
Huapai RTC Station	HS	New rapid transit station, including transport interchange facilities, park and ride and accessway.	Waka Kotahi
Access Road Upgrade	S4	Upgrade of Access Road to a four-lane cross-section with separated cycle lanes	Auckland Transport

Corridor	NOR	Description	Requiring Authority
		and footpaths on both sides of the corridor.	

The AEE contains further information on the Projects, including a project description, key project features and the planning context. Other technical assessments should also be referred to for more information on aspects of the Projects such as traffic impacts (Transport Assessment) and anticipated landscape impacts (Landscape Effects Assessment).

3 Assessment Methodology

3.1 Assessment methodology

The methodology used for this SIA is based on the International Association for Impact Assessment (IAIA) Guidelines¹ and Waka Kotahi social impact assessment guidelines². The methodology has been developed to identify and predict the key social impacts of the construction and operation of the Projects from the perspective of those potentially affected by it.

The methodology undertaken for this SIA consists of the following steps:

- **Step One – Scoping and contextualisation:** obtaining an understanding of what is proposed, determining study areas (geographical areas)
- **Step Two – Information gathering:** desk-top data analysis, research, and stakeholder and community engagement (consisting of both a review of engagement undertaken by the Supporting Growth Programme, and interviews undertaken by the social research team)
- **Step Three – Determining the social area of influence:** identifying and describing the communities likely to be impacted (positively or negatively) by each Project, at a range of scales.
- **Step Four – Impact identification:** determining the nature of likely social impacts
- **Step Five – Assessment of impacts:** outlining the anticipated scale, extent, distribution and duration of impacts
- **Step Six – Mitigation and management recommendations:** recommendation of mitigation and management opportunities to address identified impacts

Each of these steps are elaborated on below.

3.1.1 Scoping and contextualisation

The following sources and methods were used to develop an understanding of the proposed project and the context in which it is proposed:

- Project briefings
- A review of Project documentation, including design drawings, technical reports, the Project GIS viewer and engagement summary reports
- Information about the North West community, including Census 2018 data, Local Board plans and Auckland Unitary Plan Operative in Part (AUP:OP) zoning.

3.1.2 Information gathering

Preparation for this report has included:

- Review of Te Tupu Ngātahi briefing documents, technical reports (Landscape and Visual, Urban Design, Transport, Construction Noise, Operational Noise³), construction plans and GIS viewer

¹ Social Impact Assessment: Guidance for assessing and managing the social impacts of project – International Association for Impact Assessment, April 2015. Retrieved from https://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf.

² <https://www.nzta.govt.nz/assets/resources/guide-to-assessing-social-impacts-for-state-highway-projects/16-243-People-and-place-state-highway-social-impact-guide-2017-FINAL.pdf>

³ To date a first draft of each of these reports (Version 1) has been reviewed.

- Review of North West Strategic engagement summary report (2021) covering public engagement carried out between November 2020 and February 2021⁴. See the North West DBC Engagement Summary Report for a list of groups engaged with during this period.
- Interviews with community organisations and stakeholders: Kumeū Community Centre, Kumeū Showgrounds, Matua Ngaru School, Kumeū Cricket Club, West Coast Rangers Football Club.

A copy of the engagement summary report was provided to the social research team; this was used to draw out information on community values and attitudes towards the NoRs.

Literature Review

The IAIA Social Impact guidelines (2015) recommends that there is adequate awareness of social research methods and appropriate reference is given to literature on the methods of SIAs and social research. A review of literature was conducted, including of case studies and SIAs for similar infrastructure projects, to inform the methodology for this SIA.

The purpose of this literature review is to provide a profile (drawing on peer reviewed literature as well as other social impact assessments and technical reports) of the *potential* social impacts (both positive and negative) associated with:

- Route protection for infrastructure projects
- Provision of infrastructure for transport (including rapid transit networks, roads and active transport)

This literature review is part of the *scoping* stage of the impact assessment. It is intended to canvas a range of similar projects (noting that the scale and nature of these projects will differ from the NoRs assessed in this report) and provide insight into the sorts of impacts that have been experienced on those projects, the sorts of mitigation that could be effective, and lessons that have been learned from other projects. The inclusion of a project in the literature review does not mean that the exact same impacts will be experienced in these NoRs.

3.2 Impact Identification

The IAIA guidelines and Waka Kotahi social impact assessment guidelines⁵ have been used to consider the potential social impacts of the project, on the basis of both the existing and future community, the nature of the proposed works, and the social impacts anticipated.

IAIA describes a range of social impact ‘categories’⁶. These categories have been used as a guide, and the following selected as most relevant to this project:

- **People’s way of life** – how people carry out and get to their daily activities such as work, education, and domestic activities including consideration of access to and between communities and places/centres where people live, work and play.
- **Their community** –
 - **Community cohesion** – connectivity between people

⁴ <https://www.supportinggrowth.govt.nz/assets/supporting-growth/docs/Northwest-Auckland/2020/2021-Consultation/North-west-Engagement-Summary-June-2021.pdf>

⁵ <https://www.nzta.govt.nz/assets/resources/guide-to-assessing-social-impacts-for-state-highway-projects/16-243-People-and-place-state-highway-social-impact-guide-2017-FINAL.pdf>

⁶ International Principles for Social Impact Assessment 2003 – SIA principles – Frank Vanclay

- **Stability, character, services and facilities** - the current and future social infrastructure within a community, it's unique character/identity and the stability of a community
- **Sustaining oneself** – how people sustain and provide for themselves.
- **Their health and wellbeing** – health being a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity.
- **The quality of the living environment and amenity**– the quality of the air and water people use, availability and quality of the food that they eat, the level of hazard or risk, dust and noise they are exposed to, the adequacy of sanitation, their physical safety, and their access to and control over resources.
- **Their fears and aspirations** – their perceptions about their safety, their fears and aspirations about the future community. It is recognised that there will be a high degree of social change planned in the area of assessment and the assessment has sought to consider the Project within the context of this planned social change.

3.3 Determining the social area of influence

The SIA has established a ‘social area of influence’ within which social impacts are expected to be experienced. For this SIA, the social area of influence includes three levels - Regional, Wider and Local communities.

Each of the 6 NoRs considered in this SIA occur within a similar geographical area. As such, one ‘Regional’ community and one ‘Wider’ community has been determined for all 6 NoRs. A description of the existing and future regional and wider communities is provided in Section 5. The local communities differ slightly for each NoR, reflecting the fact that each NoR will traverse through different areas of land (although there will be some overlap between NoRs).

The social areas of influence are defined as follows:

- **Regional Community:** North West Auckland. Some consideration is also given to how the Project’s impacts may be experienced at an Auckland-wide scale.
- **Wider community:** Those areas within an approximate 5km radius of the NoRs. This includes the communities of Waimauku, Huapai, Kumeū, Riverhead, Redhills, Taupaki and Westgate.
- **Local community:** Those areas within a 200m radius of each of the NoR corridors (200m from the centreline of each corridor), considered to be the area which will experience the most direct impacts of construction and/or operation (in respect to changes in the environment).

Section 5 provides a more detailed overview of the existing and future social environment at each of these scales.

3.3.1 Assumptions

Growth and development in the North West is underway, and will continue to occur in parts of the local and wider communities; this has been signalled through the Future Urban Zoning of some areas of West Auckland through the AUP(OP). It is likely that parts of the ‘future’ environment will be significantly more urbanised in future than they currently are, while other areas will retain their current zoning.

Based on information provided in the Future Urban Land Supply Strategy, it is anticipated that Future Urban Zoned (FUZ) land will not be live zoned until after structure planning of the area occurs; this is scheduled to occur between 2028 and 2032.

It is therefore assumed based on information received from Te Tupu Ngātahi that:

- For those parts of the community that are currently live zoned, both construction and operation will occur in the ‘existing’ environment.
- For areas currently zoned FUZ, construction will likely occur in parallel with the urbanisation of these areas, although urbanisation may be advanced given the long-term nature of the strategic projects. Operation will occur in a significantly more urbanised ‘future’ environment.
- Plan changes, re-zoning and development staging is likely to follow the approximate timings set out in the Urban Land Supply Strategy 2017.
- Early land use and transport integration work has been done in the Kumeū-Huapai and Riverhead town centres (Auckland Council Spatial Land Use Strategy) but further integration work will be done after these NoRs have been lodged (e.g. structure planning and any Council-led plan changes). This will involve collaboration with Auckland Council, AT and Waka Kotahi.
- While timing for construction of each NoR is not confirmed, it is assumed full build out of all projects will occur by 2048.
- It is assumed that the Projects will not all be constructed in parallel.

This is a high level assessment, based on the approximate designation envelope. A number of specific details for each NoR have not yet been confirmed, and as such these have not been considered in the SIA. The SIA therefore gives a high level indication of the types of social impacts that the NoRs may give rise to, but there may be other impacts that need to be considered once a more detailed construction methodology and design are confirmed. For example:

- The extent of construction impacts on Fred Taylor Park, and the amount of land that needs to be acquired for the ASH, have not yet been confirmed. At the time that this SIA was prepared, discussions were still underway with Auckland Council Parks to determine appropriate mitigation for Fred Taylor Park; social impacts relating to Fred Taylor Park will therefore depend on both the scale of land acquisition and the mitigation proposed.
- The specific location of construction laydown areas for each NoR has not been confirmed. The impacts relating to laydown areas will depend on their location (for example, if they are located in a local park then the community may be unable to use the park for recreation for the duration of construction; if they are located in close proximity to residential properties then occupants of these properties may experience higher levels of noise, vibration and disturbance to their daily routines).

3.4 Impact Rating and Assessment of Impacts

This report considers the actual and potential social impacts associated with the following project stages:

- Route protection
- Construction
- Operation and maintenance

Impacts identified through an SIA can be either positive or negative, on the basis of whether the anticipated social consequences will either enhance or detract from community values, social processes or social infrastructure.

The scale of each impact can be identified as *very low, low, moderate, high or very high*. When determining the likely scale of an impact, consideration is given to the likelihood, duration, distribution and scale of the impact relative to the existing and/or future environment (i.e. the magnitude of change from the existing or proposed future condition).

It is important that every aspect of a potential impact is considered when determining an overall impact rating. For example, an activity with a short-term duration would likely be low impact but could increase to moderate if the impact was deemed to be severe during this short time period.

Table 3-1 provides an overview of the matters that will inform the assessment of the scale; however this is not definitive, it is dependent on the context and nature of the impact that is being assessed:

Table 3-1: Matters informing the assessment of scale

Impact Rating	Criteria
Very Low (negligible)	<ul style="list-style-type: none"> • Short-term temporary duration (temporary e.g. weeks/months); • Small extent of impact on the community being considered (e.g. less than 10% of community extent) and • Very low or negligible level or severity of impact (the degree of change anticipated to the community system, process or value identified in the community profile assessed at a community level).
Low	<ul style="list-style-type: none"> • Transitional duration (e.g. months or for periods of construction activity); • Small to medium extent of impact on a community (e.g. between 10% and up to 50% of a community impacted – factoring severity); and • Low level of severity of impact (there is low degree to which it will affect the community systems, processes and values identified in the profile).
Moderate	<ul style="list-style-type: none"> • Transitional to long-term duration (e.g. months to years, e.g. impacts that will extend over and throughout a construction period or beyond); • Medium scale or extent of impact for community (e.g. likely to impact half or more of an identified community extent); and • Low to moderate level of severity of impact.
High	<ul style="list-style-type: none"> • Long-term duration (e.g. years to permanent impact); • Medium to large scale extent of impact for community (e.g. likely to impact more than half of an identified community extent); and • Moderate to high level of severity of impact (the degree to which it will affect the community systems, processes and values identified in the profile).
Very High	<ul style="list-style-type: none"> • Long-term duration (e.g. more likely to be permanent);

Impact Rating	Criteria
	<ul style="list-style-type: none">• Large extent or scale of impact for community (e.g. most of a community is likely to experience this impact; and Significant severity (e.g. is likely to result in major change to the community system, process or value identified in the community profile).

3.5 Recommendation of mitigation and management strategies

The final step of the SIA is the identification of ways to address the identified potential social impacts and re-assess actual and potential impacts with recommended mitigation/management measures in place.

4 Statutory and Policy Context for Considering Social Impacts

This assessment is informed by an understanding of the statutory context in which the construction and operation of the Project will occur. This also assists in understanding the likely aspirations of the local, wider and regional communities in regard to what sort of changes they wish to see in their community in the future.

4.1 Statutory Framework

4.1.1 The Resource Management Act 1991

The Resource Management Act (RMA) requires the decision-making process to include consideration of the actual and potential effects of activities on the environment. The RMA interpretation of ‘environment’ (Part 1, Section 2) is (**emphasis added**):

Environment includes:

- a) *Ecosystems and their constituent parts, including people and communities; and*
- b) *All natural and physical resources; and*
- c) *Amenity values; and*
- d) *the **social, economic, aesthetic and cultural conditions** which affect the matters stated in paragraphs a) to c) or which are affected by those matters*

This interpretation is central to considering the social impacts with respect to the environment. Other sections of the RMA integral to assessment of social impacts include Section 5 which defines the purpose of the RMA as ‘to promote the sustainable management of natural and physical resources’.

Schedule 4(7) Matters that Must be Addressed by Assessment of Environmental Effects, states that an assessment of an activity’s effects on the environment must address “any effect on those in the neighbourhood and, where relevant, the wider community, **including any social, economic or cultural effects**”.

4.2 Regional and local planning context

4.2.1 Auckland Plan 2050⁷

The AEE should be referred to for a detailed overview of the Auckland Plan 2050. Of particular relevance to this SIA are the following key outcomes of the Plan:

- *Opportunity and prosperity: Auckland is prosperous with many opportunities and delivers a better standard of living for everyone.*
- *Transport and access: Aucklanders will be able to get where they want to go more easily, safely and sustainably.*
- *Homes and places: Aucklanders live in secure, healthy and affordable homes, and have access to a range of inclusive public places.*

⁷ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx>

- *Belonging and participation: All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential*

4.3 Auckland Future Urban Land Supply Strategy 2017⁸

The Auckland Future Urban Land Supply Strategy 2017 signals when land within Auckland’s key growth areas can be expected to be development-ready over the next few decades. The strategy is intended to provide strategic direction around how population growth will be accommodated, and how future urban land will be sequenced. A detailed overview of the Strategy is provided in the AEE, and information about the anticipated staging of development in the North West is discussed in the Community Profile.

4.4 Local Board Plans

The wider community in which the Project is occurring traverses three Local Board areas: Rodney, Henderson – Massey and Upper Harbour. Each of these Local Boards released a Local Board Plan in 2020 which sets out the key issues and opportunities for the area over the next three years. While the Projects will not be built within the next three years, the Local Board Plans are useful in providing an indication of the direction that the community is heading in, and the key aspirations for each Local Board area.

The table below (Table 4-1) sets out the key ‘aspirations’ listed in each Plan:

Table 4-1: Local Board aspirations

Local Board	Aspirations
Henderson-Massey ⁹	<ol style="list-style-type: none"> 1. Henderson-Massey is a great place to live, work and play 2. A thriving, inclusive and engaged community 3. Thriving Māori culture and identify 4. Everyone contributes to building resilience and living sustainably 5. It’s easy to get around Henderson-Massey safely without using a car
Rodney ¹⁰	<ol style="list-style-type: none"> 1. Safe, improved transport options connect our communities 2. Our natural environment is healthy and protected 3. Infrastructure and development meets the needs of our growing communities 4. Our communities are resilient and have access to what they need 5. Our local parks and recreation facilities meet the needs of our growing community
Upper Harbour ¹¹	<ol style="list-style-type: none"> 1. Empowered, connected and resilient Upper Harbour communities 2. An efficient and accessible travel network 3. Healthy and active communities 4. Our unique natural environment is protected and enhanced

⁸ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/housing-plans/Documents/future-urban-land-supply-strategy.pdf>

⁹ <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/henderson-massey-local-board/Documents/henderson-massey-local-board-plan-2020-english.pdf>

¹⁰ <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/rodney-local-board/Documents/rodney-local-board-plan-2020-english.pdf>

¹¹ <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/upper-harbour-local-board/Documents/upper-harbour-local-board-plan-2020-english.pdf>

Local Board	Aspirations
	5. A resilient local economy

4.5 Kumeū – Huapai Centre Plan 2017¹²

The Kumeū – Huapai Centre Plan 2017 (developed by the Rodney Local Board) provides a framework for how the town centre is expected to develop both in the short term and over the next 30 years.

The vision outlined in the Plan is that *“Kumeū – Huapai is an attractive town centre that focuses on the river, has improved connections, and celebrates its heritage and rural remote areas.”*

The 4 key goals of the Centre Plan are:

- *We want our town centre to look better*
- *We want to get around the centre more easily*
- *Let’s improve the river and our natural environment*
- *The town centre is about the people*

Short and long-term actions have been identified to achieve these goals. Short-term goals include limiting commercial sprawl along SH16, reviewing speed limits through the town centre, adding pedestrian crossings, providing more public open space and community facilities and encouraging redevelopment within the town centre to achieve a diverse mixed-use centre.

Medium and longer-term actions (over the next 6-30 years) include town centre upgrades, improving access to the River, constructing cycleways through the area, and developing a ‘civic heart’ around the library and arts centre. There is also an aspiration to relocate industrial activities away from the centre into nearby industrial zoned areas; this aligns with the North West Spatial Land Use Strategy (outlined in Section 4.6 below) which proposes a new industrial area to the south of the town centre along Access Road.

Several aspirations also align with the Te Tupu Ngātahi NoRs; these include investigating rapid transit corridors and shared paths along SH16 and ensuring that Te Tupu Ngātahi projects in the NW are successfully implemented.

The Centre Plan was developed through collaboration with the community and includes useful insights into the aspirations of the Kumeū – Huapai community. Community sentiment expressed in the Plan includes:

- The community would like a better-looking town centre. The current centre design is unattractive and messy.
- Improvements desired for the town centre include relocation of industrial businesses away from the main highway, more trees, seating, artwork, and pedestrian only areas.
- The town centre is not safe for pedestrians and cyclists currently, and there is not enough public transport. The high volumes of traffic through the town centre make access, parking, and moving

¹² ¹² <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Documents/kumeu-huapai-centre-plan.pdf>

around the centre on foot difficult. Active mode and public transport infrastructure are desired, as well as better roading to allow for future growth in commuter numbers.

- The natural environment (particularly along the Kumeū River and Huapai Stream) should be improved and planting throughout the town centre should be increased.
- There is a desire for the town centre to be a more social, thriving space with a strong sense of place. Suggestions include more restaurants, a variety of shops, a village square and community facilities like playgrounds, gardens and a recreation facility.

4.6 North West Spatial Land Use Strategy¹³

The North West Spatial Land Use Strategy (adopted by Auckland Council in 2021) provides a high-level overview of how FUZ land in the North West is expected to be used. A detailed overview of the Spatial Land Use Strategy is included in the AEE.

Figure 4-1 shows the preferred Centre option for future land use in this area:

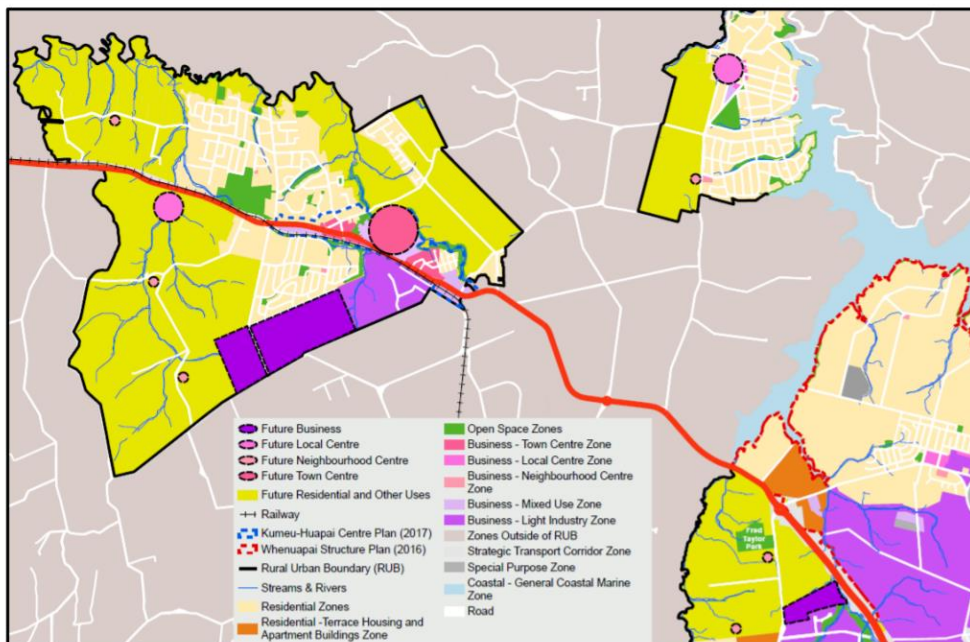


Figure 4-1. Future land use as per the Spatial Land Use Strategy

Of particular note are the following:

- 80ha of business land is planned in south Kumeū and south Redhills (it is intended that industrial activities currently operating in Kumeū will relocate to this area, as also sought by the Kumeū Huapai Centre Plan.)
- An expansion of the existing Town Centre in Kumeū – Huapai and in Riverhead, and a new Local Centre towards the west of Kumeū – Huapai. The proposed Rapid Transit Network stop in Kumeū – Huapai is intended to be located near the Local Centre to support this future growth area. Smaller Neighbourhood Centres are anticipated in Redhills.

¹³ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/structure-plans/Documents/spatial-land-use-strategy-north-west.pdf>

4.7 Draft Rodney Local Parks Management Plan¹⁴

The Rodney Local Parks Management Plan was prepared by the Rodney Local Board and provides a framework for the management of parks in the Rodney District, including information on how specific parks should be managed. The Plan notes that because many residents in Rodney are some distance from large urban settlements, parks play an important role in supporting the needs of rural communities and providing a space for the community to gather and socialise.

The Plan acknowledges that significant growth is planned in the Rodney district, and that parks will therefore need to accommodate more people and offer a wider range of recreational activities.

The Plan sets out ‘management intentions’ for a number of parks within the Kumeū – Huapai area; key intentions relating to use of the parks are summarised below:

Park / Reserve	Management intentions ¹⁵
Huapai Domain	<ul style="list-style-type: none"> • Manage the reserve to provide for a variety of active sport, recreation and event uses • Investigate the opportunity to develop an indoor sports/courts facility with associated services in the park • Work with mana whenua to raise awareness of the cultural significance of the site including through interpretation of the history of the park and wider area • Investigate opportunities to improve existing play spaces in the park with the community. Consider potential new locations for junior playground, expanding options for teen play, how to provide a diversity of play experiences and referencing the local area through design.
Huapai Service Centre/Kumeū Library	<ul style="list-style-type: none"> • Work with Auckland Transport to create a shared pathway alongside State Highway 16 to deliver on this priority project in the Rodney Greenways Plan. Any improvements to connectivity have the potential to improve access and use of this reserve
Kumeū River Reserves	<ul style="list-style-type: none"> • Work with mana whenua to raise awareness of the cultural significance of the site including through interpretation of the history of the park and wider area • Enable opportunities to develop and enhance pathways through the park to deliver on this priority project in the Rodney Greenways Plan • Where opportunities arise, work with the Department of Conservation to protect the park’s values and enhance mutual benefits, for example creating pedestrian connections between parks, pest plant and animal management and ecological restoration

¹⁴ https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/fc62313c538cecaa301ee1f054114150342c16bb/original/1654806090/8bb2944b749ff301f908ccef161836d4_Draft_Rodney_Local_Parks_Management_Plan_-_Volume_1.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIAIBJCUK4ZO4WUUA%2F20220914%2Fap-southeast-2%2Fs3%2Faws4_request&X-Amz-Date=20220914T212034Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=eff6053e3b341c9d0fe7eacf38cbf24d8619caea1ee855c1e0478f02676ae315

¹⁵ https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/9e1167891835f94f4e62624f4c98eedb96c9a4cf/original/1654806265/2e7a562ab7c62d2662fae1519eecacb6_Draft_Rodney_Local_Parks_Management_Plan_-_Volume_2_-_Individual_parks_in_Kumeu%25%AB_subdivision.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIAIBJCUK4ZO4WUUA%2F20220914%2Fap-southeast-2%2Fs3%2Faws4_request&X-Amz-Date=20220914T212033Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=3d22672127acf0884cb9c156f50e3915b4d776c94aec0c75d8deed3910385826

Park / Reserve	Management intentions ¹⁵
Oraha Road Park	<ul style="list-style-type: none"> Support community initiatives to plant a community garden at 45 Oraha Road for teaching and education purposes

5 Literature Review

The IAIA Social Impact guidelines (2015) recommends that there is adequate awareness of social research methods and appropriate reference is given to literature on the methods of SIAs and social research.

This section summarises the relevant literature that was reviewed to inform the methodology for this SIA.

This literature review has included a review of case studies and SIAs for similar infrastructure projects relating to:

- Route protection
- Transport projects (roading, rapid transit and active mode infrastructure)

Appendix A lists the case studies and literature that was reviewed. Below, a summary of the main social impacts identified is provided, grouped by 'route protection impacts' and 'impacts of transport projects' (including rapid transit, active modes and roading).

The purpose of this literature review is to review similar impacts that have been experienced in other similar projects and provide an overview of *potential* impacts that could be experienced in the Projects. It is important to note that the case studies below are each of differing scales and contexts and will not be directly comparable to the Projects assessed in this report; the fact that a particular impact has occurred in one of the projects described below does not guarantee that it will also be experienced for any of the Projects, or that it will be experienced to the same extent.

5.1 Impacts of route protection

There is limited literature available on the impacts of long-term route protection on communities; in the studies that are available, both positive and negative impacts of route protection are identified. The following was identified from the research:

- Protecting a corridor for a future project generally provides certainty to stakeholders and the local community. By identifying the corridor in planning documents, development around the corridor can be managed to avoid incompatible land uses being established.
- For landowners, Infrastructure Australia note that route protection can provide early notice that a project will be going ahead, which allows the local community time to plan and prepare for this and provides a degree of certainty around what they can and cannot do on their land in terms of land use and development¹⁶.
- The route protection process (including the selection of preferred route options) could lead to uncertainty and anxiety for landowners around if and when their property may be acquired, and for

¹⁶ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>

the wider community in terms of not knowing how their community may change and when this may occur¹⁷¹⁸.

- Property acquisition can have adverse social impacts on the community once construction has begun on projects. Property acquisition was assessed as leading to changes in community character (depending on the scale of acquisition and the size of the community) as people move out of the area and the makeup of the community shifts.
- Both route protection and property acquisition (full or partial) can also cause stress and anxiety, for property owners who are unsure whether they will be able to remain in their property or not, and for the wider community if it is unclear how the community may be changed by the project.
- Effective consultation and communication with the local community is important in helping the community understand the purpose of route protection (as opposed to project construction) ¹⁹.
- In longer term route protection projects (i.e. where construction of the project is not anticipated to begin for several decades), communication with the community can assist in managing community expectations around when this infrastructure will be provided (i.e. making it clear to the community that construction will not be starting as soon as route protection is obtained) and what can be done with their land in the interim.

5.2 Construction phase impacts

Regardless of the type of transport project (i.e. active mode, road, rapid transit), similar construction impacts are typically reported in case studies:

- The potential temporary reduction in local amenity/quality of environment arising from construction noise and vibration.
- Access during construction. It was identified that because people may find it harder to access their properties (if there is additional construction traffic along their road, for example) or to access businesses and community facilities, this could impact people’s quality of life if they are unable to access services and facilities (or spend longer trying to reach these locations).
- The extent of these impacts in other projects has varied according to the scale and duration of the work. Construction of a major rail project in a busy city centre can result in impacts on businesses due to noise, vibration and ongoing traffic management outside premises.
- Positive impacts can also be experienced if there are local employment opportunities generated through the construction phase.
- Management plans were typically recommended to assist in minimising construction impacts as much as possible.
- Regular, ongoing communication with local residents and businesses was also recommended so that these affected groups know what to expect throughout the construction process, have time to prepare for temporary disruptions, and have opportunities to raise any concerns or complaints with the project team.
- It is recommended to maintain access to businesses and community facilities as far as practicable during the construction period; signage and wayfinding can assist with this.

¹⁷ <https://www.nzta.govt.nz/assets/projects/east-west-link-application-to-the-environmental-protection-authority-epa/Technical-Report-11-Social-Impact-Assessment.pdf>

¹⁸ [16-243-People-and-place-state-highway-social-impact-guide-2017-FINAL.pdf \(nzta.govt.nz\)](https://www.nzta.govt.nz/assets/projects/east-west-link-application-to-the-environmental-protection-authority-epa/16-243-People-and-place-state-highway-social-impact-guide-2017-FINAL.pdf)

¹⁹ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>

- In some projects, a Business Hardship Fund has been deemed necessary (i.e where there is significant impact on businesses over an extended period) to ameliorate some of the business loss during years of construction²⁰.

5.2.1 Operation phase impacts

There were similar themes across the operational impacts identified in the SIAs and case studies reviewed, however these differed slightly according to the type of project (i.e. active mode vs roading). These have been split into potential social impact themes below.

Community connectivity:

- New transport links can boost community connectivity by providing ways for people to move through the community and access recreation, employment, education and other services. These benefits were felt in particular with multi-modal solutions such as rapid transit, active modes or public transport, as these services allow for all people to move around an area rather than just those who have access to a car. Introducing rapid transit networks to cities can contribute to more vibrant urban environments by bringing more people and activity into the area.
- New roads can create a sense of severance if they are perceived as ‘dividing’ existing communities or large properties.

Way of life:

- Transport infrastructure can improve way of life by improving people’s ability to move through the area to access goods and services. If time spent in traffic is reduced (i.e. if a new road improves traffic flows or a rapid transit network cuts down commuting time) this also frees up time for people to enjoy other activities.
- New roads can sometimes relieve pressure on existing roads and facilitate growth in the area through the provision of supporting infrastructure. These impacts are greatest if public transport and active modes are also facilitated along the corridor.

Health and wellbeing:

- Rapid transit users have a reduced risk of traffic accidents (compared to driving a private vehicle) and experience health benefits from this, as well as from the walking and cycling that often occurs at either end of a rapid transit trip (i.e. walking from home to the station and the station to work).
- Safe active mode infrastructure in a community can encourage more people to take up walking and cycling for both recreational and commuting purposes;
- Separating active mode infrastructure typically maximises the health and wellbeing benefits as it reduces the risk of traffic accidents while walking or cycling.
- Rapid transit networks should be designed to be safe and accessible in order to maximise the number of people who can benefit from using the network.
- There is also an association between longer commute times and poorer mental health, as a result of stress and having less time to spend with friends, family or doing other activities. Conversely, walking and cycling can improve mental health by allowing people to get out of the house, exercise, make social connections and gain access to green spaces.
- Health and wellbeing benefits can occur if new roads succeed in reducing the time people spend stuck in traffic, therefore reducing the stress that this can bring. If roads are upgraded to be safer,

²⁰ <https://www.cityraillink.co.nz/targetedhardshipfund>

traffic accidents can also be reduced which has clear health and wellbeing benefits for communities.

Quality of environment:

- For people in close proximity to newly constructed roads, there can be negative impacts on amenity and outlook if the road obstructs their outlook (particularly in rural areas where views may previously have been devoid of any urban form). Property owners in closer proximity to new active mode infrastructure could lose amenity, outlook and privacy if there is not appropriate screening (such as landscaping) between their property and the pathway.
- Planting/screening and careful design of the active mode infrastructure or road may go some way towards mitigating impacts. However, the efficacy of this mitigation will depend on the scale of the infrastructure and how close the property is.

6 Social Area of Influence and Community Profile

This section describes the social context in which the Projects will likely take place, considering the existing and future communities at three different scales:

- Regional community – Auckland and West Auckland
- Wider community – Waimauku, Huapai, Kumeū, Riverhead, Taupaki, Redhills and Westgate (5km from the project extent)
- Local community – 200m from project extent (from the centreline of each NoR corridor)

This community profile describes current and planned future land uses, features of the communities of interest and the key current or planned community facilities. Statistical data on the population within these areas has been drawn on to understand the demographic makeup of the ‘community’.

Based on the Future Urban Land Supply Strategy, it is assumed that significant development will take place in parts of the community (Kumeū, Huapai, Whenuapai, Riverhead, Redhills, Whenuapai) between 2028 and 2032. It is assumed that construction will likely take place in the ‘existing’ environment where the Projects traverse live zoned land, and in parallel with construction of new urbanised areas where the Projects traverse FUZ land. Operation of all Projects will occur within the ‘future’ environment, noting that in currently live zoned land the ‘future’ environment will be similar to the existing environment in terms of land use, while FUZ land will be significantly more urbanised.

It is acknowledged that the future environment can be described at a macro level, drawing on plans and understandings of the anticipated built environment, dwellings housing, jobs, and the visions of Auckland Council. However, details of the population, demographics, character and values of this ‘future’ community are yet to be formed. It is also possible that a number of the residents and businesses currently within the local and wider communities will have moved out of the area by the time construction of the projects begins; as such the community character and/or character of the Kumeū – Huapai business area may have changed over time.

6.1 Regional Community – Auckland and West Auckland

Auckland is experiencing rapid growth, with the region’s population projected to reach 2 million by 2028. ‘Development areas’ have been identified across Auckland, and these areas are expected to undergo significant growth (in terms of both business and housing growth) to help accommodate Auckland’s growing population over the next several decades. Many of these areas are on the fringe of Auckland’s existing urban area and have been zoned Future Urban Zone (FUZ) under the AUP(OP).

North West Auckland has historically been characterised by large rural areas and less development than other parts of the region, however this is now changing with areas of West Auckland including Whenuapai, Redhills and Kumeū – Huapai – Riverhead having been identified as development areas. Housing developments are already underway throughout this area, and more development is scheduled to occur over the coming decades. There is also a focus on developing business activity throughout West Auckland to provide opportunities for residents to work closer to their homes²¹.

²¹ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/development-strategy/future-auckland/Pages/what-westgate-look-like-future.aspx>

Westgate is expected to become the “key node” of the North West²². Significant retail, business and community facilities will be clustered in this area, including a library, community hub, open space areas, transport interchange and town square.

6.1.1 Transport

Existing key transport connections in Auckland’s North West include SH16 (running from central Auckland to Wellsford), SH18 (running between the North Shore and SH16) and the North West rail line (Western Line services run between the CBD and Swanson, via Henderson and New Lynn). Each of these connections plays an important role in moving both people and freight to and through the North West (noting that there are no passenger rail services to Kumeū or Huapai currently).

SH16 in particular provides resilience within the wider Upper North Island state highway network as an alternative to SH1²³ (for example, SH16 is a key detour route when there are crashes or closures on SH1 or the Auckland Harbour Bridge).

Cars are the dominant mode of transport throughout the Auckland region. In the 2018 Census, 68% of respondents drove to work in either a private or company vehicle. 7%²⁴ of respondents took the public bus to work, while 3% used a train and 5% either biked or walked. Public transport and active mode use is higher for those travelling to and from education; 21% of respondents walk or jog to and from education, 18% take either a public or school bus, and 4% use a train.

Traffic congestion is a significant issue for Aucklanders; Auckland Council estimates that each year commuters spend an average of 20 working days stuck in traffic²⁵.

In 2016, Auckland Council carried out public consultation to understand existing transport movements and aspirations for the future transport network, with a particular focus on development areas for the next 30 years (including North West Auckland)²⁶. Respondents from the North West were generally supportive of improved connections from the North West to Coatesville, Riverhead and the North Shore, as well as road upgrades and safety improvements in general. The business community were also keen to see improved connections from the North West to other parts of Auckland. In terms of public transport, both the public and business community were supportive of improvements in the public transport network occurring as quickly as possible. Finally, feedback from across all development areas was that more cycleways and pedestrian facilities are needed.

6.2 Wider community

The wider community is defined as those areas within 5km of the proposed NoR corridors. This includes the communities of Waimauku, Huapai, Kumeū, Riverhead, Redhills, Taupaki and Westgate as shown in Figure 6-1.

²² <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/development-strategy/future-auckland/Pages/what-westgate-look-like-future.aspx>

²³ <https://www.nzta.govt.nz/projects/sh16-brigham-creek-and-waimauku/>

²⁴ Note all percentages are rounded to the nearest whole

²⁵ <https://www.aucklandcouncil.govt.nz/mayor-of-auckland/mayor-priorities/Pages/improving-aucklands-transport.aspx>

²⁶ <https://www.supportinggrowth.govt.nz/assets/supporting-growth/docs/2016-Engagement-Summary-Report-TFUG.pdf>

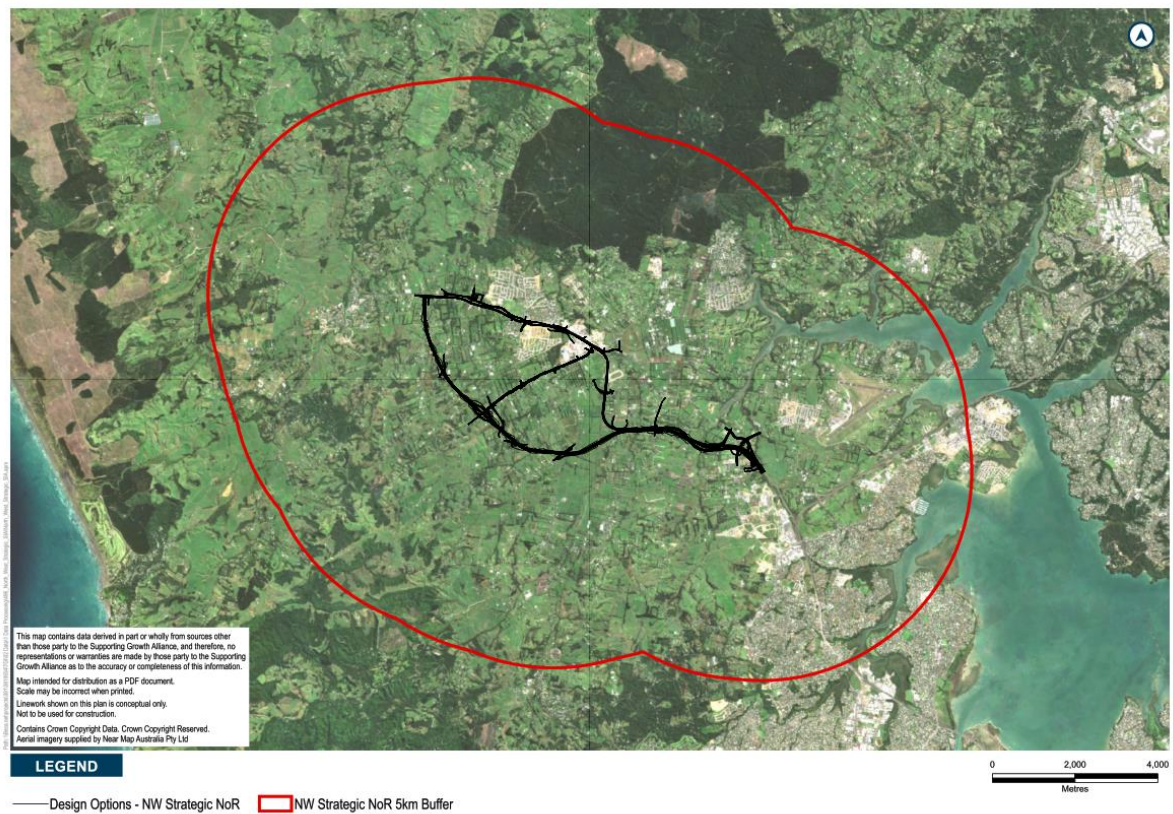


Figure 6-1: Wider community extent (shown in red). NoRs are shown in black.

The wider community is within the statistical areas²⁷ of Taupaki, Whenuapai, Kumeū Rural East, Kumeū Rural West, Kumeū – Huapai, Waimauku and Waipatukahu, as shown in Figure 6-2 below:

²⁷ Note 'Statistical Areas' are aggregated meshblocks as defined by Statistics NZ.

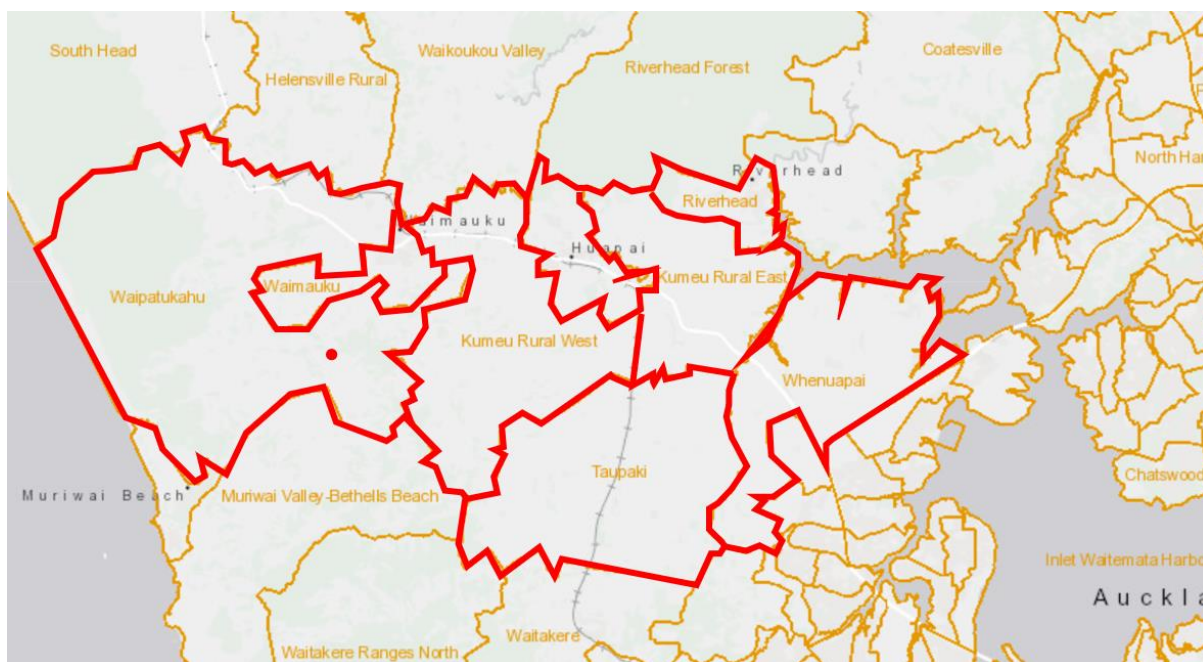


Figure 6-2. Statistical area boundaries

Below are descriptions of the existing and future environments for these communities.

6.2.1 Existing environment

The existing environment is a mix of rural, urban and 'future urban' land. Outside of the town centres (Westgate, Kumeū, Huapai, Waimauku and Riverhead) land is predominantly rural, with a mix of lifestyle blocks and farms. During engagement conducted by Te Tupu Ngātahi, residents of these rural areas noted that many of them had lived in the area for a long time and placed strong value on the area's quiet, rural feel.

There are also some areas of greenfield land that are anticipated to be developed in future. The Redhills greenfield area is around 580ha and has been live zoned through the AUP(OP), with a local centre and various residential zones.

The town centres of Westgate, Kumeū, Huapai, Massey, Waimauku and Riverhead are characterised by a mix of residential and commercial/industrial development. Parts of these areas have long been established as residential areas (predominantly single storey, standalone dwellings), while other areas are seeing rapid urban development (predominantly two to three storey townhouses) and a rapidly growing population. Throughout the wider community, there is therefore a mix of residents who have lived in the area for a long time (particularly in the rural areas of the community) and residents who are very new to the area and have moved in with an expectation that the area will continue to urbanise.

Appendix B outlines key demographic statistics for the wider community (drawing on statistical area units in the 2018 Census). Of particular relevance from these statistics are the following trends:

- Population growth occurred between the 2013 and 2018 Census in all statistical areas within the wider community, but particularly in Kumeū – Huapai where the population increased by 143% between 2013 and 2018.

- In the more urban statistical areas (Kumeū - Huapai and Whenuapai), the number of people who did not reside in their current residence one year ago is higher than the Auckland average. In the other statistical areas, this figure was below the Auckland average. This is indicative of a fairly stable community in the rural parts of the wider community, and urban areas which are more prone to change and growth in residents.
- In most parts of the wider community (with the exception of Kumeū – Huapai and Whenuapai), the percentage of people who work from home is significantly higher than the Auckland average (likely because the wider community includes a large number of rural and lifestyle properties). For example, the percentages of people who work from home in Kumeū East, Kumeū West and Taupaki are 19%, 20% and 21% respectively. The Auckland average is 8.7%²⁸.
- Car use is the dominant mode of commuting for work and education (higher than the Auckland average) and there are low rates of public and active transport use. For example, in Kumeū – Huapai 84% of commuters drive a private or work vehicle compared to the Auckland average of 70%, while only 1.5% of commuters use the bus compared to an Auckland average of 7%. The exceptions to this are train use in the statistical area of Taupaki, and school bus use in Kumeū Rural East, Kumeū Rural West, Taupaki and Kumeū – Huapai; usage is higher than the Auckland average in these areas.

6.2.2 Future environment

Figure 6-3 shows the current zoning of land in the wider community. The bulk of the area is zoned Rural Production or Countryside Living, while the yellow areas represent areas of FUZ land.

²⁸ Noting that these statistics are drawn from the 2018 census; numbers of people working from are likely to be higher across Auckland currently due to Covid-19.

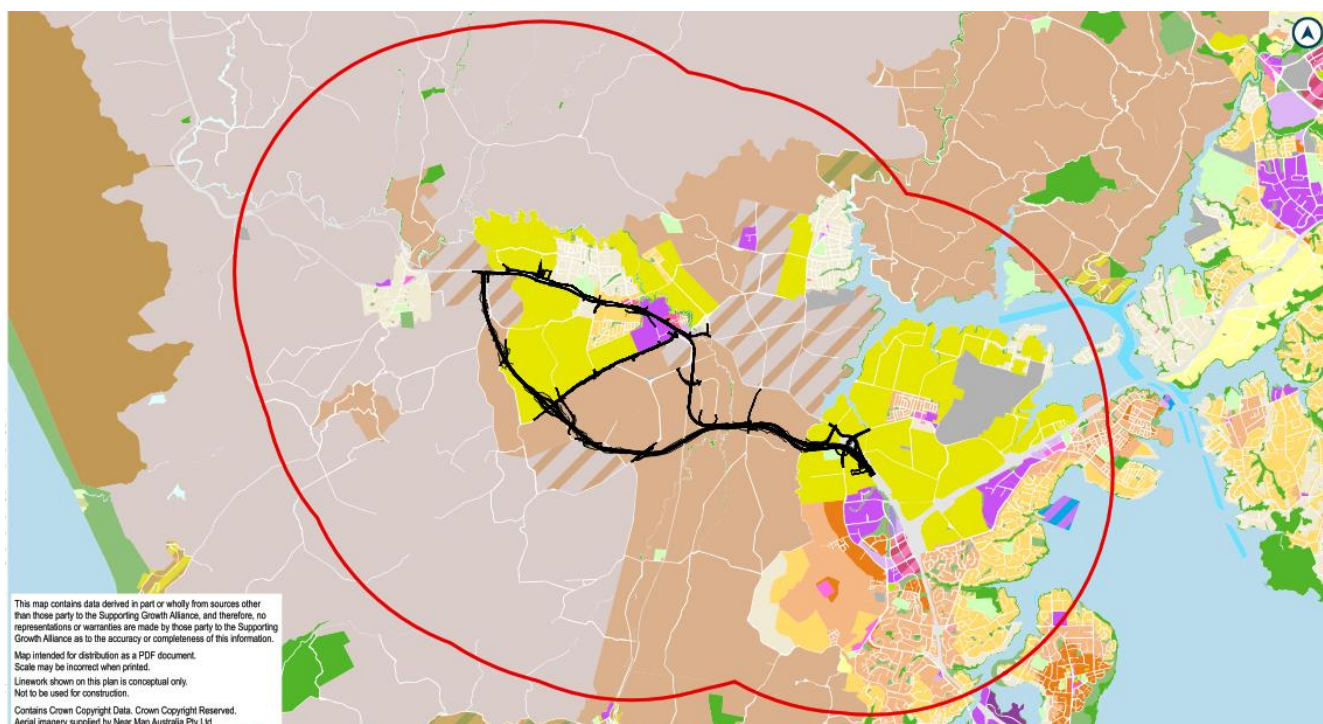


Figure 6-3. Current zoning of approximate wider community area

Auckland Council have signalled that FUZ land within the North West will not be live zoned until structure planning has occurred; this is indicatively programmed for 2025. Once this land becomes live zoned, Kumeū-Huapai, Riverhead, Redhills and Westgate/Massey will over time become significantly more urbanised. This is anticipated to change the character of these areas from predominantly rural to more developed areas. The Future Urban Land Supply Strategy indicates that this land is expected to be live zoned between 2028 and 2032. This 'decade two' development is expected to provide an additional 6,600 dwellings in Kumeū – Huapai – Riverhead, 11,600 dwellings in Whenuapai (Stage Two) and 1,400 in Redhills North.

In terms of business land use, the NW Spatial Land Use Strategy anticipates that 70ha of business land will be provided south of Kumeū (along Access Road) as well as 10ha to the south of Redhills North. It is anticipated that industrial activities currently occurring in the Kumeū Town Centre may relocate to this new business land, as sought through the Kumeū – Huapai Centre Plan. The Strategy also anticipates an expansion of the existing Kumeū – Huapai Town Centre, as well as the creation of a new Local Centre just west of Kumeū – Huapai.

6.2.3 Transport

Existing environment

The Kumeū – Huapai Centre Plan notes that many local residents currently travel out of the area for work each day, to the larger employment hubs of North Harbour, Albany and the CBD.

SH16 and SH18 are the key transport connections for people making these trips, with SH18 providing the main connection to and from North Harbour and Albany, and SH16 connecting people to the CBD.

Over 36,000 vehicles a day use the route between Brigham Creek and Kumeū, and over 15,000 vehicles are travelling between Huapai and Waimauku each day²⁹.

A lack of transport choice is an issue for the North West. This is a particular issue in the Rodney Local Board area, where bus services are limited, there are no trains, and roads are often unsealed with no footpaths. In Henderson-Massey and Upper Harbour, the transport network has improved over the past decade but there are still limited options for public transport and cycling, particularly for short journeys.

Car use is therefore the dominant way of travelling around the area; the impacts of traffic congestion have therefore been exacerbated as the population of the area grows and there are more cars on the roads. The vast majority of people within the wider community commute to and from work by private vehicle, and most students either drive to and from education or take a school bus (see the Census statistics summarised above and in Appendix 1).

Future environment

In engagement carried out by Te Tupu Ngātahi³⁰, there were high levels of support from the local community for transport solutions which would move traffic away from the Kumeū – Huapai town centre and reduce traffic congestion (although there were mixed opinions on how this should be done – for example some people expressing a preference for new roads, and others preferring public transport and active mode solutions).

Members of the community noted that better connections to SH16 and the North Shore were needed, as well as more opportunities to walk and cycle to local destinations. There was a preference amongst respondents for separated, safe walking and cycling facilities. While there was a desire to see more walking and cycling infrastructure, most stakeholders interviewed as part of the social research felt that driving would likely remain the dominant way of getting around the area in future, as people would still need to travel long distances and visit multiple destinations on one journey (such as work, school drop off and a supermarket trip), which would be best suited to a car.

In future it is anticipated that more transport choices will be available to the community, as evidenced by the work Te Tupu Ngātahi is pursuing.

6.2.4 Community facilities

Existing environment

Community facilities and services within the wider community (such as schools, parks and community centres) are clustered along SH16 and in centres; these are mapped in Figure 6-4 below. Community facilities include:

- **Kumeū Community Centre:** Two halls which can be hired out for events; also home to regular community classes and events such as indoor netball, church meetings, exercise and craft classes.
- **Kumeū Fire Station:** Fire station used by the Kumeū – Huapai Volunteer Fire Brigade, located on Main Road.
- **Matua Ngaru School:** Year 0-8 school in Huapai, sharing a boundary with Huapai Domain.

²⁹ <https://www.nzta.govt.nz/projects/sh16-brigham-creek-and-waimauku/>

³⁰ <https://www.supportinggrowth.govt.nz/assets/supporting-growth/docs/Northwest-Auckland/2020/2021-Consultation/North-west-Engagement-Summary-June-2021.pdf>

- **Kumeū Library:** Small library and Council buildings on Main Road.
- **Te Manawa:** Large community hub in Westgate, providing services such as a library, customer service centre, rooms for hire, commercial kitchen, creative, work and study spaces and a Citizens Advice Bureau.
- **Fred Taylor Park:** Located near the Brigham Creek roundabout, this park is one of the two home grounds of the West Coast Rangers Football Club (along with Huapai Domain). A clubroom, football fields and parking area are located within the park.
- **Riverhead War Memorial Park:** This park is located in the centre of Riverhead and is home to Riverhead Bowling Club and the Kumeū Rugby Football and Sports Club, who have three sports fields and a clubroom facility.
- **Moire Park:** Located in Massey; home to Massey Rugby Football Club (clubrooms and several fields)
- **Huapai Domain:** Huapai Domain is the largest of the parks within the wider community. The park includes football grounds, tennis and netball courts, cricket pitches, two playgrounds, changing room and toilet facilities, a skate ramp, and picnic tables. Kumeū Cricket Club operates out of Huapai Domain and has a club house in the Domain. The Domain is also one of the home grounds (alongside Fred Taylor Park) of the West Coast Rangers Football Club, which is the 5th largest club in Auckland with around 1400 members. The Domain is well used by both clubs (the football club, for example, reported that over winter there are multiple teams training every week night, and games on both Saturdays and Sundays) and it was reported in stakeholder interviews that the space is seen as a key community hub for those living in the Kumeū – Huapai area.

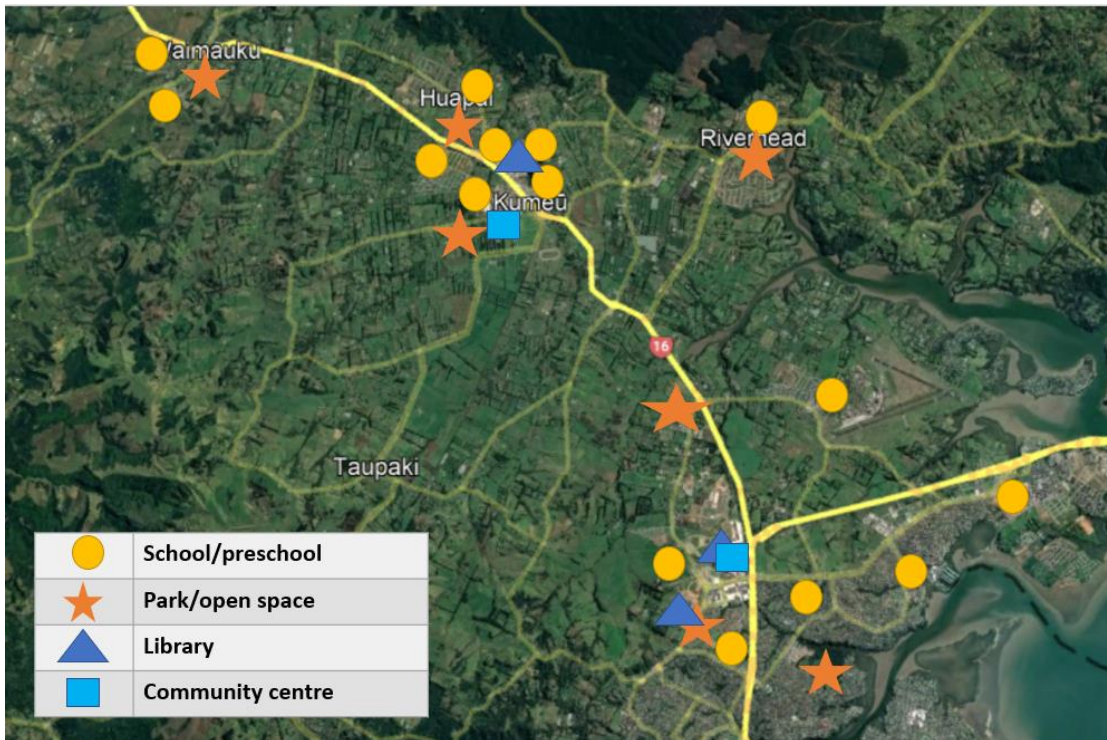


Figure 6-4. Community facilities in wider community

Future environment

It is anticipated that more community facilities will be provided over the coming decades as the population continues to grow and more demand is placed on existing resources such as schools and

parks. The Rodney Local Board Plan, for example, identifies an objective to create new green and open spaces including a new indoor courts facility in Kumeū – Huapai.

In addition to this, the Kumeū – Huapai town centre is likely to look different in the future. The North West Spatial Land Use Strategy indicates that the town centre is expected to expand in future to cater for projected growth. The Kumeū-Huapai Centre Plan (2017) notes that the town centre(s) along Main Road currently feel “like state highway rather than a town centre” due to the narrow footpaths, lack of pedestrian crossings and high number of carparks with street frontages pushed back behind parking areas. The Centre Plan notes that this environment encourages vehicles to continue at high speed when travelling through the town centre. The Plan sets out an intention to, in tandem with growth of the surrounding area, create more of a ‘town centre’ feel along Main Road. Key initiatives proposed in the Plan include installing pedestrian crossings or a pedestrian bridge, installing ‘gateway’ features at the start and end of the town centre, and creating a potential ‘civic heart’.

A number of local community facilities have a long history in the area; the Kumeū Cricket Club, for example, has been running since the 1950s and the Kumeū Showgrounds has recently celebrated its centenary. The Kumeū Community Centre has also been operating for decades. In interviews with these organisations, it was expressed that there is a strong desire (from those involved in the organisations, and from the wider community) for these facilities to continue operating and serving the community into the long term future. Sports clubs (Kumeū Cricket Club and the West Coast Rangers football club) already serve a large catchment and expect that their membership will grow as the population of the wider area increases.

As set out in the Rodney Local Parks Management Plan, Auckland Council has intentions to improve the facilities at a number of parks throughout Kumeū in future; for example providing a community garden at Oraha Road and investigating an indoor sport facility at Huapai Domain. In addition, it was reported in stakeholder interviews that the West Coast Rangers and Kumeū Cricket Clubs are looking into merging and upgrading their existing clubroom facilities at Huapai Domain, to provide one larger clubroom.

6.3 Local Community

The local community has been defined as those areas within 200m of the centre line of each NoR corridor, as this is considered the area within which people will experience the most direct impacts of the Projects (for example, construction noise). A separate ‘local community’ has been defined for each NoR, and consideration is given to both the existing and likely future environments.

6.3.1 NoR 1 – Alternative State Highway including Brigham Creek Interchange

Figure 6-5 shows the extent of the local community area for NoR 1:

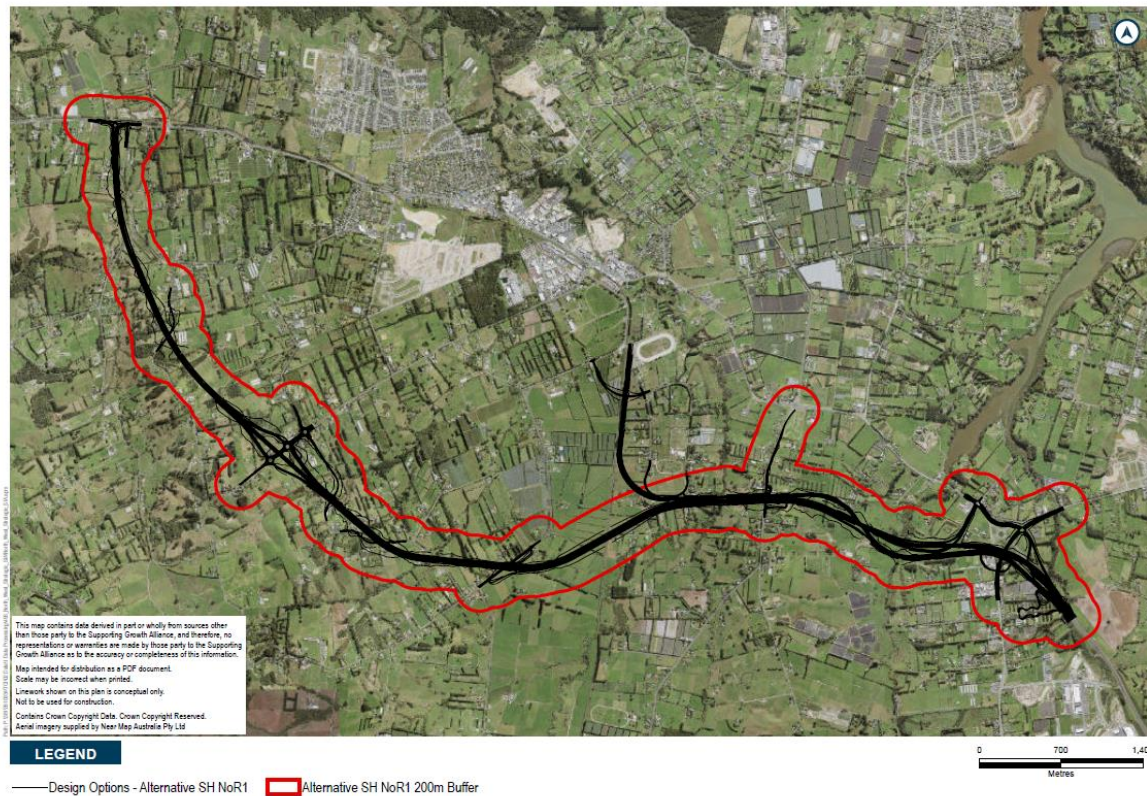


Figure 6-5. Extent of local community for NoR1 (local community extent shown in red, ASH corridor in black)

Existing environment

The existing local community is predominantly made up of rural properties to the southwest of SH16. Land is zoned either Mixed Rural, Rural Production or Countryside Living. During previous engagement with Te Tupu Ngātahi, residents in this area stated that they valued the quiet countryside feel of the environment, with some landowners having lived in the same area for decades.

There are no bus routes in the local community (with the exception of bus routes that travel up and down SH16 and can be accessed from Waimauku) and limited footpaths. Traffic congestion along SH16 is a concern for local residents when trying to access local amenities and employment³¹.

The only community facility identified within the local community is Fred Taylor Park, near the Brigham Creek roundabout. As stated above, this is a well-used park primarily used for football, but also popular for informal recreation such as jogging and dog walking. The park was until recently the home ground of Waitakere United Football Club, however the club has now merged with West Coast United FC to form the West Coast Rangers Football Club. Both Fred Taylor Park and Huapai Domain are considered the home grounds of this newly formed club, and both parks are regularly used for trainings and games (noting that Huapai Domain is not within the 'local community' for this NoR). Fred Taylor Park has four full sized fields and two training fields, as well as a clubroom facility.

Likely future environment

³¹ As reported in Te Tupu Ngātahi engagement carried out in 2021

In future, the rural and countryside living zoned areas of the local community are likely to remain predominantly rural. These areas are outside of Auckland’s Rural Urban Boundary and this boundary is assumed not to be changing.

The Project corridor traverses two areas of land that are currently zoned Future Urban, and in future these areas will be more urbanised. These areas are Kumeū – Huapai and Redhills. These areas have not been subject to structure planning yet which limits the certainty around what the future environment will look like; however based on the FUZ zoning of these areas it is likely that these sections will undergo some development and growth and be home to new communities.

Fred Taylor Park has, as mentioned above, recently become one of the two home grounds for the newly formed West Coast Rangers Football Club and is expected to remain in use by the club for games and trainings into the future.

6.3.2 NoR 2 – SH16 Main Road Upgrade

Figure 6-6 shows the extent of the local community area for NoR2:

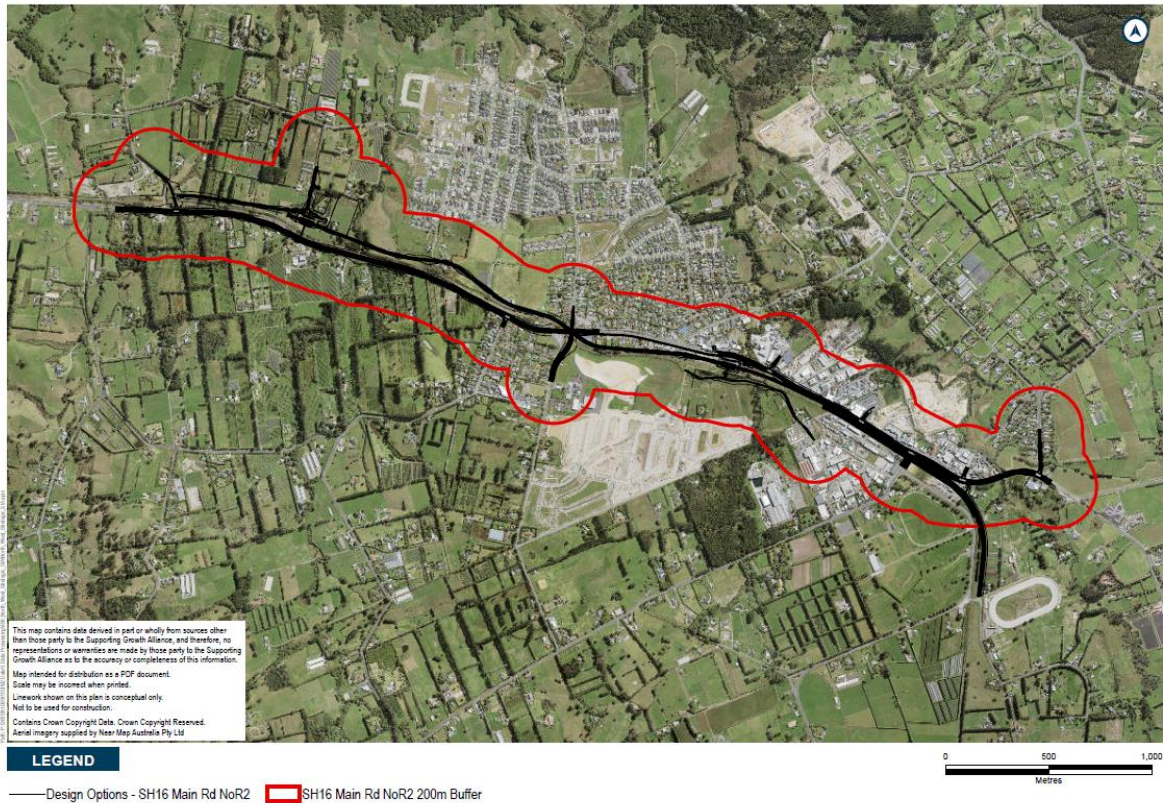


Figure 6-6. Extent of local community for NoR2 (Main Road corridor shown in black, local community boundary shown in red)

Existing environment

The SH16 Main Road Upgrade NoR covers approximately 4.5km of the SH16 corridor, from east of Kumeū to west of Huapai. This corridor runs through the town centres of Kumeū and Huapai.

The Kumeū township hosts a mix of industrial and commercial businesses, on both sides of the highway. A wide range of services are available, including supermarkets, gyms, pharmacies, a post

office, cafes and restaurants, as well as more industrial businesses such as car repairs, construction yards, a film studio and lumber stores. The main community facilities in Kumeū are the Community Centre, which hosts community groups, sports and exercise classes, and the Kumeū Library.

Kumeū Community Centre is a well-used community facility; it was reported during stakeholder interviews that the centre is in use 4-5 nights per week and booked most weekends for multiple events, with groups making bookings up to 2 years in advance for a regular weekly slot. The centre has two halls; one smaller and one large high ceilinged room suitable for indoor sports or theatre. Examples of events held at the Centre include Rotary Club meetings, dance classes, church, birthdays and parties and indoor netball. People typically drive to and from events at the Community Centre and the carpark is reportedly (as discussed in stakeholder interviews) usually full when events are on. It was noted in stakeholder interviews that vehicle access right up to the door of the Centre is important, as many of the events are popular with the elderly (line dancing, Lions Club, indoor bowls etc) and there is a weekly dance event for people with intellectual disabilities, who are sometimes dropped off in a van .It was also reported that people in wheelchairs sometimes attend events at the Centre, meaning vehicle access right up to the doors of the centre is important. The closest alternative community halls are in Riverhead, Waimauku and Hobsonville, however it was noted in interviews that these venues are not large enough to host many of the events (such as indoor netball) that are hosted at the Kumeū Community Centre.

Kumeū Showgrounds are also within the local community area. The Showgrounds are on a large corner site with fields, carpark, a club room and a large area of sheds. The entire site is hired out for large annual events such as the Kumeū Show, the Hot Rod Show and several festivals, which attract crowds from all over Auckland and further afield, and generate large amounts of traffic around the Showgrounds as well as bringing many people into the area for the night or to stay for a weekend. There are also more regular events such as the monthly farmers market, and smaller parts of the site are leased for livestock and the Pony Club in between the larger events. A corner of the Showgrounds (the corner of Access Road and Waitakere Road) is also used by the community for dog training, and there are floodlights in this area to facilitate this.

It was reported during stakeholder interviews that the Kumeū Showgrounds are a unique site / venue, with ASB Showgrounds being the only real alternative venue in Auckland that is capable of hosting such large events. At the time that this SIA was being prepared there was uncertainty around future use of the ASB Showgrounds due to a change in lease³²; it was noted during stakeholder interviews that the Kumeū Showgrounds would potentially need to accommodate much larger events like the Easter Show if ASB Showgrounds were no longer able to hold these events.

For both the Community Centre and the Showgrounds, traffic congestion is an issue currently for users of both facilities. There is significant traffic congestion around the Showgrounds when there are events on, with additional paddocks often needing to be used for parking when the Showgrounds carpark is full. It was noted during stakeholder interviews that for some people, congestion has become so much of a problem that it deters people from coming to events at the Showgrounds. Similarly, the Community Centre carpark is frequently full during regular events and users of the Centre sometimes have to park on surrounding streets if they cannot find space in the carpark.

³² See for example <https://www.stuff.co.nz/business/129091967/auckland-showgrounds-future-back-up-in-the-air-after-new-operator-departs>

As stated earlier, the Kumeū – Huapai town centre is currently car-centric and not pedestrian-friendly, with limited formalised pedestrian crossing points and shops being set back from the road to allow for car parking space.

Huapai township, immediately west of Kumeū along Main Road, is smaller than Kumeū. Businesses are again clustered on either side of Main Road and include restaurants, several childcare facilities, takeaway outlets and an arts centre. The main community facilities in Huapai are the Kumeū Library, Matua Ngaru School and Huapai Domain. The volunteer fire brigade station for Kumeū – Huapai is also located along Main Road just outside of Huapai township.

Huapai Domain is the largest of these facilities. The Domain has both cricket and football pitches, as well as tennis and netball courts, a playground, a skate ramp and picnic tables and walking tracks. The Domain is popular for informal recreation such as dog walking and jogging. Until recently, the Domain was the home ground of the Nor West United Football Club; however this club has recently merged with the West Coast United Club to form West Coast Rangers Club, and both Huapai Domain and Fred Taylor Park are the home grounds of this new club. Huapai Domain is used for most of the ‘community’ teams (with the premier teams using Fred Taylor Park), with the Domain being used for trainings every night in winter, and for games on both Saturdays and Sundays. Teams travel from all over Auckland for games at the Domain, with occasional visits from teams further afield such as Hamilton and Tauranga.

Kumeū Cricket Club was established in the 1950s and serves a large catchment, with members coming from as far afield as Bethells and Helensville to the Huapai Domain. The Domain has five cricket ovals including one premier oval; it was noted in stakeholder interviews that few other clubs have a high quality premier oval which results in people travelling specifically to play at Kumeū.

Both the cricket and football clubs have clubrooms in close proximity to one another. The clubrooms are both well used and were described in interviews as being an important hub for each club, providing a place to congregate as well as allowing a vantage point over the majority of the fields and cricket ovals. Other groups also make use of the clubrooms for one-off or semi-regular events such as Residents Association meetings, church and birthday parties.

Matua Ngaru School share a border with Huapai Domain and it was reported during stakeholder interviews that the School makes frequent use of the fields for sports days, trainings and as an informal route for students to cut across when walking to school from the surrounding streets.

Currently the area south of SH16 (outside of the urban zoned areas) is predominantly rural. North of SH16 there are some existing residential areas between Kumeū and Huapai; these are predominantly standalone one or two storey dwellings. There is also development of new residential land underway on both sides of SH16. There are also several vineyards along this section of SH16, some of which are also used as restaurants and wedding venues.

Likely future environment

While parts of the future environment in this local community will remain rural, the majority of the local community on both sides of Main Road is zoned Future Urban or is already zoned for urban or business land use. It is therefore anticipated that in future, the FUZ land will be urbanised and some areas of live zoned land will be intensified.

The Kumeū – Huapai – Riverhead sections of FUZ are scheduled for live zoning between 2028 and 2032, with the intention that structure planning will occur prior to live zoning. 6600 new dwellings are

expected to be provided through this development (noting that this includes Riverhead which is not within the local community).

As outlined earlier, the Kumeū – Huapai town centre is likely to also undergo change in order to become more pedestrian-friendly. In addition to the planned upgrades to the town centre, it is anticipated that more businesses (both industrial and commercial) and community facilities will be established to provide for the growing population. The North West Spatial Land Use Strategy indicates that the Kumeū – Huapai town centre will grow in size, and industrial activities will eventually shift from Main Road to south Redhills and south Kumeū. Again, as no structure planning has yet occurred for this area it is difficult to predict the extent or timing of this development.

During interviews, operators of the community facilities were asked about their future plans. Both the Kumeū Community Centre and Kumeū Showgrounds are intending to continue operating and growing. Kumeū Showgrounds may become a home for more, or larger, events (especially with the potential change in use of the ASB Showgrounds in central Auckland), and the Community Centre is intending on expanding the number of events held at the Centre (although there are no plans to physically expand the facility). The West Coast Rangers and Cricket Club are also both expecting their membership to grow as the surrounding area urbanises and both expressed a desire to upgrade their clubrooms, including adding more changing room facilities and potentially merging the two clubrooms into one larger facility. It was reported that talks were previously underway regarding a potential indoor multi-sport facility for the Domain, however this has stalled since the Covid-19 pandemic began.

6.3.3 NoR 3 – Rapid Transit Network and Active Mode Corridor (including Kumeū and Huapai Transit Stations)

This community profile covers the local communities for NoRs KS (Kumeū Rapid Transit Station) and HS (Huapai Rapid Transit Station) in addition to NoR 3 (Rapid Transit Corridor and Active Mode Corridor) as the rapid transit stations are located along the RTC and are assessed as a collective in the impact assessment.

Figure 6-7 shows the extent of the local community area for NoR 3 (including NoRs KS and HS). The Rapid Transit Network and Active Mode corridor follow the Alternative State Highway and the Main Road upgrades and as such the local communities for NoR 3 overlaps with those for NoRs 1 and 2. See the Main Road and ASH community profiles (above) for an outline of the existing and likely future environments along these corridors.

The only section of the RTC and RAMC that does not follow either the Main Road or ASH NoRs is the connecting section between the ASH and SH16 (circled below in yellow).

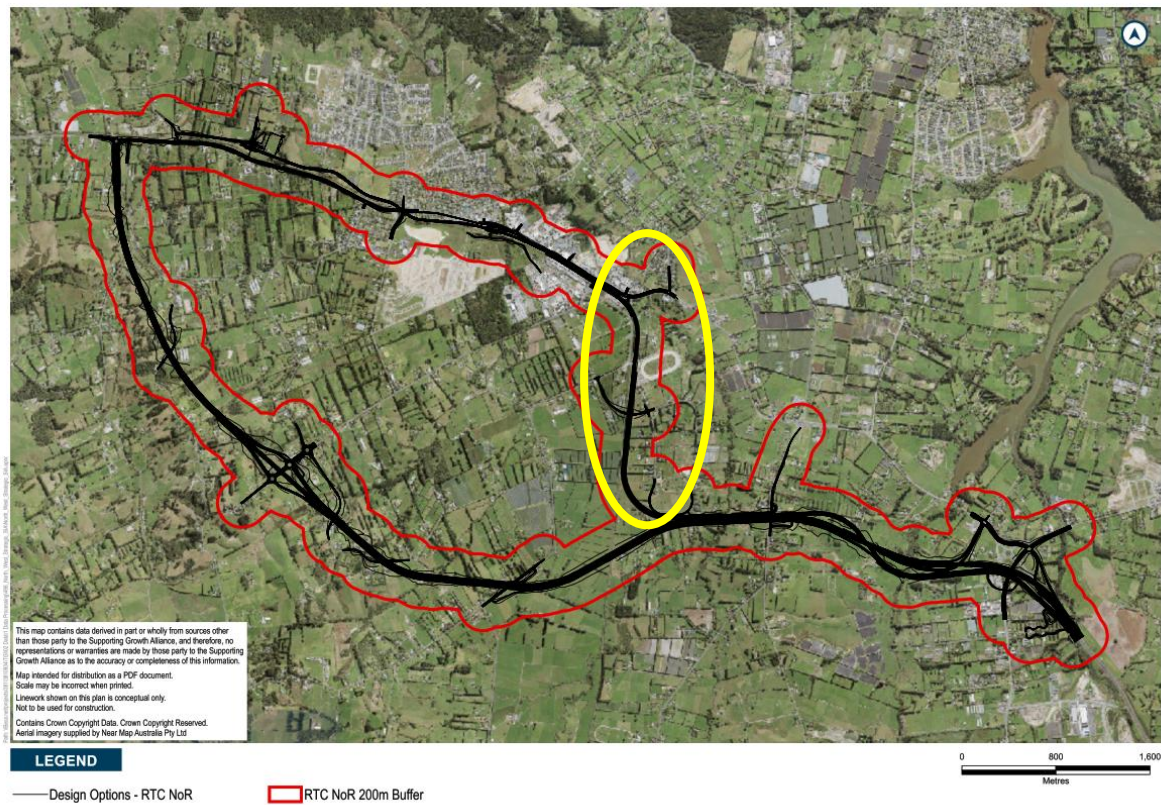


Figure 6-7. Extent of local community for NoR3 (local community extent shown in red, NoR in black).

This section of NoR 3 is zoned Rural – Countryside Living Zone and as such it is anticipated that the future environment will remain fairly similar in terms of land use and character. The local community along this section of the network is made up of rural properties.

6.3.4 NoR 4 – Access Road Upgrade

Figure 6-8 shows the extent of the local community for NoR 4.

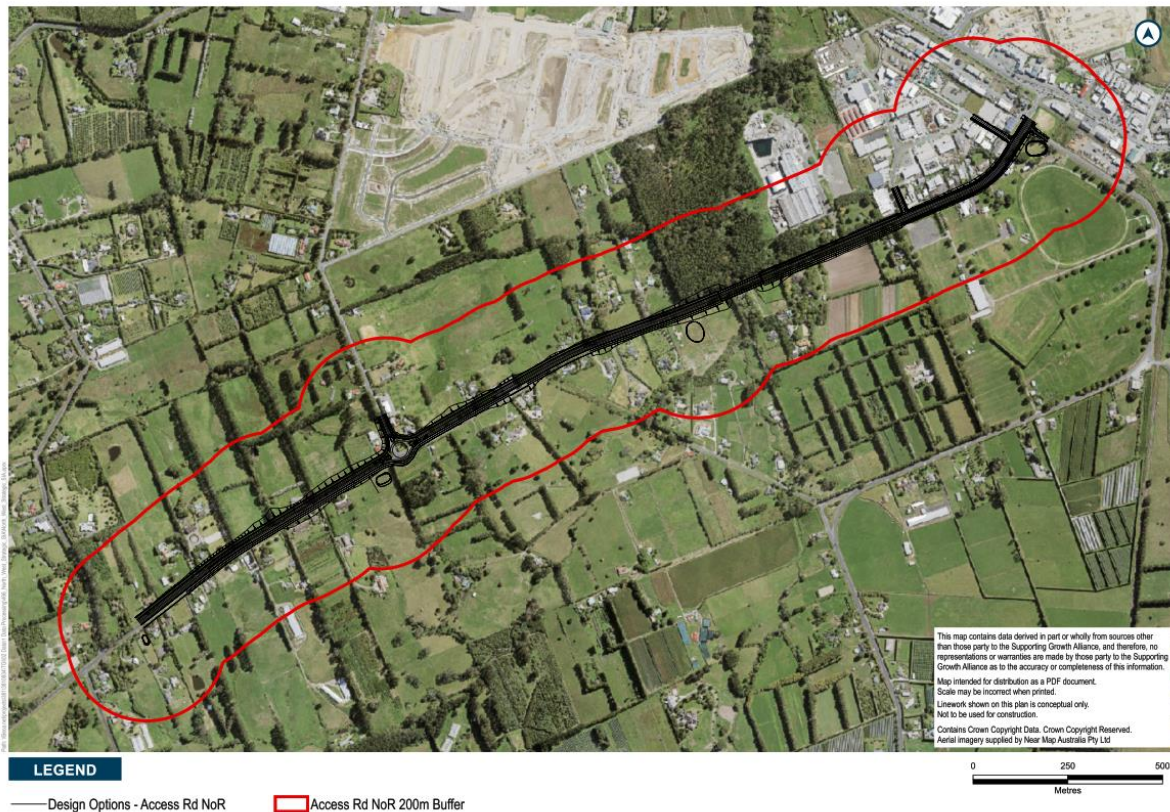


Figure 6-8. Extent of local community for NoR 4.

Existing environment

Access Road runs south-west from Kumeū township for approximately 700m.

The land on the northern side of Access Road is currently rural along most of its length. At the north eastern end there is an area of Business – Light Industry zoned land which is currently home to businesses such as Kumeū Film Studios, a vet clinic, boat repair store and preschool. Kumeū Racquets Club is also located within this industrial area. Members of the community have reported that there is often heavy traffic congestion along Access Road, with the Film Studios generating a lot of traffic as well as people coming and going from homes and businesses along the road.

On the southern side of Access Road, land is again predominantly rural (Countryside Living Zone) and populated by rural properties. Kumeū Showgrounds and the Kumeū Community Centre are both located on the southern side of the road near the intersection with SH16. Kumeū Showgrounds is used to host large events such as the Kumeū Show, monthly markets, fireworks displays and an annual classic car festival. The Community Centre is a smaller venue that is also well used, including for community group meetings and exercise classes. See section 6.3.2 for a more detailed overview of these facilities.

Likely future environment

Access Road currently runs along the south-eastern boundary of the Future Urban Zone south of SH16. In future, the northern side of Access Road will likely about an urbanised area. This potential timing for this is between 2028 and 2035.

The southern side of Access Road is anticipated to retain its rural zoning; rural properties and the Showgrounds and Community Centre are therefore likely to remain in future.

Development of the FUZ zone will lead to an increase in the number of dwellings along Access Road and it is anticipated that this will add to the number of cars on the road. Local residents have already commented that traffic congestion occurs along Access Road (particularly because of the businesses at the north-eastern end) and it is anticipated that this could worsen if traffic solutions are not put in place, particularly when there are large events on at the Kumeū Showgrounds.

7 Assessment of social impacts

7.1 Introduction

The following section sets out the potential social impacts of each Project (both positive and negative). This is separated into planning, construction and operational phase impacts at regional, wider and local community levels. It includes, where required, mitigation and management recommendations.

This assessment is based on the assumptions listed in Section 3.3.1.

An assessment of social impacts is provided for each Project at the wider and local community levels (NoRs 3, KS and HS are considered together). One regional summary is provided which considers all 6 NoRs; this is to avoid overlap as many of the Projects are anticipated to have similar social impacts at a regional scale. Where there are specific regional impacts associated with a particular Project, this is noted.

7.2 Regional impacts

7.2.1 Route protection

At a regional scale, obtaining route protection for each of the corridors will have **moderate positive** impacts on people's **aspirations** for the region. Census data shows that most people currently move around the North West by car, with low rates of active and public transport patronage. Traffic congestion along SH16 is an issue which also puts pressure on other parts of the network.

Local Board Plans for the North West (Henderson-Massey, Rodney and Upper Harbour) state clear aspirations around improving the resilience of the transport network, making it easier to get around the area, and investing in active mode infrastructure.

The route protection of each Project will provide some certainty to the regional community that these aspirations will be realised through the creation of new transport corridors and the provision of additional transport choice. This will impact positively on both decision makers, who will be able to plan for development to occur around the future transport corridors, and for people around the region who regularly travel through the North West.

7.2.2 Construction

Construction impacts are expected to be negligible at a regional scale for the *Alternative State Highway* and *Access Road Upgrades*. Construction for both of these Projects will be occurring away from main transport corridors so should not disrupt regional transport flows along SH16.

Construction impacts from the Main Road upgrades and construction of the urban section of the RTC will be more significant at a regional scale. SH16 is a main transport corridor used by people from around the region to access work, education, recreation, goods and services and to connect to other parts of Auckland. It is anticipated (see the Transport Assessment appended to the AEE for more details) that traffic management during construction of the Projects may include temporary road closures and/or stop-go management of traffic flows, and that there will be an increase in construction traffic movements on existing roads (construction of the RTC will predominantly be occurring offline, but there will likely still be additional traffic movements and potentially traffic management for

construction traffic along Main Road). Works are anticipated to occur in a linear fashion, and as such construction impacts will not be concentrated in one area for long periods of time; this will somewhat minimise the extent of disruption caused by the works. However, SH16 is a busy and already congested corridor and any further disruption to traffic flows along this road would adversely affect people’s **way of life** and ability to **sustain themselves** in that it would become more difficult to move about the region using SH16.

This is considered to be a **moderate negative impact**.

If construction for each project occurs at different times (i.e if the projects are constructed sequentially, or if there are gaps between one project ending and another commencing), the period of time that people experience impacts over will significantly increase. Impacts such as traffic delays and diversions, reduction in local amenity, noise and vibration will all be experienced for a longer duration than if projects are constructed at the same time, and this will increase the severity of these impacts as more people will be impacted for a longer period of time.

It is also noted, however, that if the ASH is in place before construction on the Main Road upgrades or RTC/RAMC occurs, traffic disruption could be somewhat mitigated as there will be an alternative route in place through Kumeū and Huapai.

Mitigation and management

Clear information should be provided across the regional community about anticipated construction timeframes and any detours that will be in place during the construction period. This may somewhat mitigate disruption by allowing people time to plan alternative routes or travel times ahead of time.

7.2.3 Operation

At a regional scale, the following social impacts are considered to be of relevance to the Projects:

- Way of life
- Community cohesion
- Sustaining oneself
- Health and wellbeing
- Fears and aspirations

These are discussed in more detail below, considering both the existing and future environments across the North West and wider Auckland region.

Overall, impacts on the regional community are expected to be **high positive**.

Way of life

At present, SH16 is the main transport corridor through Kumeū and Huapai and serves a range of purposes including providing an alternative to SH1, facilitating freight movement through the area, and important link for the local and wider community to access houses, businesses, education and other services. Because of the range of movements through the corridor, and the residential and business growth that is occurring (and will continue to occur), traffic congestion and pressure on the wider network in North West Auckland has increased. Traffic congestion can adversely impact on people’s way of life by causing delays for people moving through the region, reducing the amount of time people have available for other activities, and can cause stress.

The Projects will improve the resilience of the transport network by providing additional transport corridors and mode choice. This will reduce traffic congestion on existing corridors and reduce the number of vehicles on the road as people shift to active or public transport to move around the region. The Transport Assessment (appended to the AEE) states that when the Projects are operational, general traffic on Main Road is forecast to decrease by 84%, and freight traffic by 71%. This will have positive impacts on way of life as people will be able to move through the area much more quickly, having more time to pursue other activities.

In future, parts of North West Auckland will be significantly more urbanised, and the population of the area will grow as a result, with more people travelling in and out of the area each day for work, education, retail and recreation. The Projects will help to facilitate this growth by allowing for traffic to move freely throughout the area, and for improving people’s transport choice when moving throughout the North West.

Importantly, the provision of the RTC and RAMC (as well as the provision of walking and cycling facilities along other corridors) means that the benefits of the Projects are extended beyond just those who can drive and have access to a car.

Community cohesion

The Projects will increase the connectivity of the North West region, allowing people to both travel more easily throughout the North West and to connect to other parts of Auckland by both improving transport choice and reducing congestion on existing corridors. As parts of the North West urbanise and more communities, amenities and services grow in the area, the Projects will assist people in accessing these community amenities and connecting with family and friends in the area.

A number of community facilities in Kumeū and Huapai already serve a large catchment, with people coming from all over Auckland for events at Kumeū Showgrounds, sports games at Huapai Domain or events at the Kumeū Community Centre. The Projects will make it easier for people to come and go from the North West to make use of these facilities and events, particularly those who do not have a car and are reliant on public transport to access the area.

The Projects will also connect into other parts of the wider transport network such as the planned SH16 upgrades; the benefits will therefore be experienced by people travelling throughout the wider region rather than just the Kumeū – Huapai area.

Sustaining oneself

The Projects will improve accessibility throughout the North West, making it easier for people to meet their daily needs, including accessing employment, goods and services, using a range of transport modes.

In future it is anticipated that parts of the North West will be more urbanised, and that more businesses, workplaces and education providers will be established to cater for the growing population. Existing business/retail hubs such as Westgate will likely continue to grow, while other new business areas are established as indicated in the Future Urban Land Supply Strategy. The Projects will help to facilitate this growth by assisting people in accessing these amenities and services.

As discussed earlier, the RTC, RAMC and other walking and cycling facilities will extend these benefits to a wider subset of the population by ensuring that those without access to a car (or without the ability to drive a car) can access the benefits of the transport network to meet their daily needs.

Fears and aspirations

The NoRs will, on the whole, impact both positively and negatively on the social aspirations set out in Local Board Plans and the Auckland Plan.

A number of aspirations in the Auckland Plan and Local Board Plans for the North West region (Henderson-Massey, Rodney and Upper Harbour) relate to improving transport options and helping communities to access their everyday needs. For example:

- Safe, improved transport options connect our communities (Rodney Local Board Plan)
- An efficient and accessible travel network (Upper Harbour Local Board Plan)
- Aucklanders have access to a range of inclusive public places (Auckland Plan)

There are also clear aspirations around sustainability expressed in these plans, including:

- Aucklanders will be able to get where they want to go more easily, safely and sustainably (Auckland Plan)
- Everyone contributes to building resilience and living sustainably (Henderson-Massey Local Board Plan)
- It's easy to get around Henderson-Massey safely without using a car (Henderson-Massey Local Board Plan)

The Projects will contribute to the realization of these aspirations by improving transport choice for Aucklanders moving through North West Auckland and therefore improving people’s ability to access places around the region. By providing transport choice and reducing congestion along SH16, the travel network will be more resilient and will be accessible to more people. The provision of public transport and active mode infrastructure will assist people in moving around the area sustainably and will be particularly beneficial for those who do not have a car or do not drive.

It is noted that when considered in isolation, the ASH will not contribute to those aspirations that relate to improving sustainable transport around the region. While active mode facilities will be located alongside the ASH, the construction of a new highway could cause frustration for some in the regional community and could contribute to fears that Auckland’s sustainability goals are not being met (including those aspirations around sustainable travel listed in the Auckland Plan and Local Board Plans). However it is noted that route protection provides some flexibility around the final form of the ASH and that sustainability can potentially be incorporated into the design.

Health and wellbeing

The provision of walking and cycling infrastructure through the RAMC and planned walking and cycling facilities along Access Road, Main Road and the ASH will facilitate health benefits across the North West community by increasing opportunities for people to exercise (by walking and cycling) on active mode infrastructure. This will have benefits for people’s physical and mental health and wellbeing.

It is understood that the RAMC will connect to other walking and cycling infrastructure across the region (such as the Northwestern cycleway) which will make it easier for people to use active modes to travel further afield, either for recreation or to access work, education and other services. As parts of the North West urbanise and more businesses, workplaces and education centres are established to cater for the growing population, the active mode infrastructure will provide a way for people to walk and cycle to these locations.

Lastly, a reduction in both general and freight traffic along SH16 Main Road will have health benefits for pedestrians and cyclists in that a safer street environment will be facilitated, with reduced risk of conflict between pedestrians/cyclists and vehicles.

7.3 Alternative State Highway incl Brigham Creek Interchange (NoR 1)

7.3.1 Route protection phase

Wider community

Wider community impacts are similar to those outlined in the regional summary above.

There has been strong support from the wider community (expressed through Te Tupu Ngātahi engagement) for a solution to the traffic congestion along SH16. For some members of the community, route protection of the corridor may impact positively on their aspirations for the community, as it will provide confirmation that a solution is underway. For decision makers and land use planners, confirmation of route protection will help to inform decision making and funding of land use in the area. There has historically been an underinvestment in infrastructure in the North West, and confirmation that land is being designated for transport infrastructure may impact positively on people’s aspirations for the area.

Overall, impacts on the wider community are expected to be **low positive**. Again, the provision of clear, up to date information about funding, integration with land use development and construction timeframes (even indicative) may help the community to understand and plan for the project.

Local community

Route protection sought for the ASH corridor is long-term, with the intention being that construction of the corridor will not start for years. For some in the local community, route protection will provide certainty about the location of the proposed transport corridor, and may ease any existing uncertainty that residents currently feel around what their community may look like in future.

If more clarity cannot be provided to the local community around anticipated timing of construction, however, further stress and anxiety could be expected. This stress will be felt particularly by those whose properties have been identified for potential land impact, partial or full property acquisition, especially if it is not clear when acquisition will occur. During Te Tupu Ngātahi engagement³³, landowners have expressed concern about the property acquisition process and in particular noted that it was difficult for them to plan ahead due to uncertainty around which properties were being acquired, and when acquisition and construction was expected to take place. These impacts (uncertainty and anxiety) will likely increase in severity the longer residents remain uncertain about the timing and nature of construction.

As properties begin to be acquired (closer to construction) and people relocate from the local community, community character may change, particularly if families who have been in the area for a long time move out of the area. There is also the possibility of this happening once the designation has been confirmed if people want to move away from the uncertainty.

It is noted that these impacts will likely be more significant for those in the rural zoned parts of the local community. These areas are not anticipated to undergo much change (in terms of land use) in future and engagement carried out by Te Tupu Ngātahi has found that the community values its quiet,

³³ See the North West DBC Engagement Summary report

rural feel, with many residents having lived in the area for a long time. For this community, anxiety and uncertainty may threaten their sense of stability.

In the FUZ areas of the local community, change and growth is expected and as such there may be more tolerance for uncertainty around the timing of this project.

Overall, impacts on the local community during the planning phase of the project are anticipated to be **moderate negative**.

Impacts could be reduced to **low negative** if the community are provided with accurate, up to date information about what to expect throughout the planning and route protection phase, particularly details around property acquisition and timings. This will provide the community, including affected landowners with a greater degree of certainty around the future of their properties and the development in the surrounding area. Prior to property acquisition and construction timing being identified, it will be important to have clear messaging on what people can and cannot do on their properties once the designation is confirmed. This could also be addressed through appropriate NoR conditions, including the requirement for a 'project website' (or similar) to be established once the designation has been confirmed, and directly affected parties to be notified. It is also recommended that affected landowners are provided with a dedicated contact person to call during throughout the time that the designation is in place for any general queries. This should ideally be a phone number separate to the general project number, and should be staffed by one person so that landowners feel confident that there is someone they can call for any queries or concerns.

7.3.2 Construction phase

Impacts on the wider and local communities are summarised below as well as recommended management and mitigation measures.

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale with mitigation
Wider community	<ul style="list-style-type: none"> Potential for some disruption to traffic during construction on the sections of the ASH that adjoin SH16 (intersection near Foster Road and Brigham Creek interchange) – potential low negative impacts on way of life if it becomes more difficult temporarily for people to go about their daily activities Disruption to existing roading networks/traffic flow will be minimal during construction as most construction will occur away from SH16 and existing communities and businesses. Disruption to traffic flows, and subsequent impacts on people's way of life and community cohesion will be most significant where connections to SH16 are being constructed; near Foster Road and the new Brigham Creek Interchange. This construction could cause temporary very low negative impacts on people's ability to move around the area to access services and amenities, and could cause stress for people if traffic delays are significant. There is potential for some additional traffic congestion around SH16 (temporary) due to construction traffic coming and going from construction site (the Transport Assessment notes that there will be an increase in traffic volume due to construction traffic) – however this area is already typically heavily congested so any additional traffic is unlikely to have a significant impact on people's way of life and ability to move around the community (assessed as very low negative). Fred Taylor Park is within the proposed designation (operational impacts on the park are discussed later in this report) and public use of this park, as well as use by the football club, will likely be inhibited during construction. The current design shows two playing fields of Fred Taylor Park in the designation. This will have low - moderate negative impacts on people's way of life in that the Football Club's use of this park will be restricted, and also health and wellbeing in that informal users of the park will no longer be able to use the facility for exercise. 	<p>Very low negative impacts on way of life, community cohesion.</p> <p>Low - moderate negative impacts on way of life and health and wellbeing (relating to Fred Taylor Park).</p>	<ul style="list-style-type: none"> The Construction Management Plan should set out measures to manage and minimize disruption where possible (for example, clearly identifying diversions that may be needed while the interchange is under construction). Provide clear communication to the North West community in advance of these works occurring so that people can plan their trips accordingly. It is understood that conversations are currently underway with Auckland Council to determine how impacts on Fred Taylor Park and Huapai Domain can best be mitigated; a preferred solution will be determined following detailed design. 	<p>Very low negative – negligible impacts on way of life, community cohesion</p> <p>Low negative impacts on health and wellbeing and way of life (relating to Fred Taylor Park)</p>
Local community	<p>As above, plus:</p> <ul style="list-style-type: none"> Construction of the ASH will be occurring in a predominantly rural environment, which current residents value for its quiet rural character. Noise and vibration caused by construction will have the potential to temporarily alter this community character (low negative), from a quiet rural environment to one characterized by construction noise and busy-ness. People's way of life will be adversely affected during the construction period if noise, vibration and traffic congestion from construction changes the way that people go about their daily activities. This could include avoiding working from home or spending less time outdoors. It is noted that this will be a temporary disruption (as stated in the Construction Noise Assessment, high noise and vibration is only likely to be experienced by individual properties for weeks to months as construction moves down the alignment in a linear fashion). This impact is assessed as low - moderate negative, with severity increasing to moderate the longer construction lasts. Traffic congestion on local roads (from construction traffic) may also cause traffic delays for local residents on top of potential congestion along SH16; this could further impact way of life by extending the time that it takes local residents to get places. Noise, vibration and traffic congestion may give rise to adverse impacts on health and wellbeing by causing stress and anxiety for local residents, particularly if it disrupts daily activities such as working from home or sleeping. Again, this impact will be 	<p>Low negative impacts on community cohesion.</p> <p>Low - moderate negative impacts on way of life and health and wellbeing</p>	<ul style="list-style-type: none"> Clear communication about the upcoming construction period should be provided to local residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period. Limiting construction activity at night or at weekends could help to mitigate impacts on people's mental health (if practicable), or otherwise implementing measures to minimise noise impacts as identified in the Construction Noise Assessment. 	<p>Low negative impacts on community cohesion</p> <p>Low negative impacts on health and wellbeing</p> <p>Low negative (potentially moderate negative for some in the community) impacts on way of life (impacts will likely still be moderate negative for those residents who spend a lot of time at home and are therefore affected by construction noise and vibration more constantly).</p>

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale with mitigation
	temporary and is assessed as low – moderate negative with severity expected to increase the longer people are subject to these disruptions.			

7.3.3 Operational phase

Operational impacts are summarised below for the wider and local community.

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
Wider community	<p>Positive impacts:</p> <ul style="list-style-type: none"> Impacts on the wider community are predominantly positive as the provision of the ASH will help to facilitate easier movement around the wider community. This will positively impact way of life, sustaining oneself and community cohesion in that it will be easier for members of the community to go about their daily activities, including accessing work, education, retail and recreation and connecting to other people and places throughout the community. These changes (particularly when considered as part of a wider suite of transport network upgrades) will also help to realise the aspirations that the wider community have expressed (both through engagement and through Local Board Plans) for improving people's ability to move easily around the local environment. These impacts are assessed as low positive, noting that these impacts will increase once other NoRs are also operational and wider transport network benefits are delivered. The provision of walking and cycling infrastructure along the ASH will make it easier for people to exercise as part of their daily activities, positively impacting both way of life and health and wellbeing (low positive). The ASH will provide an alternative route for vehicles moving through West Auckland. By relocating vehicles (particularly large freight vehicles) away from SH16, it will become easier for members of the wider community to safely and efficiently access businesses and services in Kumeū – Huapai, providing benefits in terms of way of life and health and wellbeing (low positive). This could also minimize people's usual commuting time, freeing up time for them to spend on other activities. Relocating heavy vehicles away from SH16 could also help to achieve the aspirations of the Kumeū – Huapai Centre Plan in helping to create a more pedestrian and cyclist-friendly destination. Finally, a reduction in inter-regional trips and heavy vehicle traffic along SH16 could improve quality of environment for those living along SH16. Both of these impacts are assessed as low positive, noting that these benefits will be increased once other projects are in place contributing to improvements in Kumeū and Huapai. As the FUZ areas of the wider community urbanise and the population of the wider community grows significantly, the ASH will be an important addition to the local transport network as it will help to facilitate movement around the area. Additionally, areas such as Westgate are anticipated to 	<p>Low positive impacts on way of life, aspirations, sustaining oneself and community cohesion.</p> <p>Low negative impacts on way of life and very low negative impacts on health and wellbeing relating to impacts on Fred Taylor Park.</p>	<p>Mitigation and management</p> <p>At the time that this SIA was prepared, discussions around appropriate mitigation for Fred Taylor Park were ongoing with Auckland Council Parks. From a social perspective, mitigation options that allow both the football club and wider community to continue accessing active, green space either at or near the current Park are preferable. It is understood that a preferred mitigation option will be determined following detailed design.</p> <p>It is recommended that in developing this mitigation, Te Tupu Ngātahi liaise with the West Coast Rangers Football Club to understand their needs in regards to Fred Taylor Park, and to help the Football Club understand the likely impacts on their operations. This will allow the Football Club to plan ahead for how to run trainings and games across their two home grounds to make best use of the space they have available.</p>	Very low negative

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
	<p>develop as employment/retail/commercial hubs and the ASH will facilitate movement of people to and from these areas.</p> <ul style="list-style-type: none"> It is noted that the travel benefits of the ASH will primarily be felt by those who have access to a vehicle and can drive. Provision of the RTC and RAMC, and the upgrade of SH16 will expand these benefits (relating to way of life, community cohesion etc) further by ensuring that transport choice is provided to those who cannot or do not drive. <p>Negative impacts:</p> <ul style="list-style-type: none"> The designation envelope will require permanent acquisition of part of Fred Taylor Park, assumed to be two fields (it is understood that these are currently used as 'training fields'). Parking areas, the clubrooms and the three main playing fields will be outside of the designation and are not anticipated to be impacted. The loss of the training fields will reduce the amount of space that the West Coast Rangers Football Club has available on training and game days; however the Club should still be able to function particularly given that the Club can also make use of Huapai Domain. The loss of part of Fred Taylor Park will also reduce the amount of green space that the community have for informal recreation, particularly when the main fields are being used by the football club. This will have low negative impacts on way of life if people's use of the park for recreation and football is limited, and potentially very low negative impacts on people's health and wellbeing if people's ability to use the park for exercise is limited. 			
Local community	<p>Positive impacts:</p> <ul style="list-style-type: none"> Depending where people live, some members of the local community could benefit from the ASH in terms of way of life and sustaining oneself (i.e. if they can easily access the ASH and can use this as an alternative to SH16 when accessing daily needs/amenities). People living close to the proposed interchanges at Brigham Creek, Tawa Road and SH16 west of Huapai will likely benefit most. These impacts are assessed as low positive. During engagement with Te Tupu Ngātahi, locals expressed aspirations for traffic congestion along SH16 to be reduced, and these aspirations could be met by the establishment of the ASH. This impact is assessed as low positive. For people living along other parts of the corridor, it will not be as convenient to access the ASH and the benefits may therefore be limited for these people. <p>Negative impacts:</p> <ul style="list-style-type: none"> Noise and vibration from the road may disturb quality of environment and limit people's ability to go about daily activities or limit their enjoyment of these activities (such as working from home or spending time outdoors at their properties). Census data³⁴ indicates that there are high numbers of people working from home in this area and this group would likely be particularly impacted (in terms of way of life) by the ongoing noise that the road will generate, particularly given that the area is currently a quiet rural 	<p>Low positive impacts on way of life, aspirations, sustaining oneself.</p> <p>Low negative impacts on quality of environment, community cohesion and way of life for rural properties.</p> <p>Very low negative impacts on quality of environment and way of life for rural properties.</p>	<p>Mitigation and Management</p> <ul style="list-style-type: none"> The provision of noise barriers (either human-made or through natural barriers) could reduce disruption for people working from home and/or spending time outdoors. As recommended in the Landscape Assessment, mitigation planting along the corridor could help to reduce the visual dominance of the ASH for those properties that will look out towards the highway. Property owners should be kept up to date on the project and should be able to easily ask questions and seek information about the project. Communication with these property owners should occur when there are any project updates that may affect their land, and should be focused around providing property owners with as much detail as is possible at that time. This may somewhat minimise impacts on community character, or feelings of severance, if the immediate community has more time to understand and prepare for the changes before they occur. 	Very low negative

³⁴ See the 'Social Area of Influence' section of this report.

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
	<p>environment.. The works will be carried out in a linear fashion, so impacts will not be concentrated on one area for lengthy periods of time; however there will still be periods of higher noise and vibration as the works move along the corridor. This impact will be particularly felt in those parts of the local community that are anticipated to remain rural for the foreseeable future. For those areas of the local community that are zoned FUZ (Kumeū – Huapai and Redhills), the impact will be less as by the time the ASH is operational as it is anticipated that these FUZ areas will already be busier, noisier urban environments. Impacts on the rural community are therefore assessed as low negative, while impacts on the urban community are expected to be very low negative.</p> <ul style="list-style-type: none"> • The local community is currently a quiet rural area and locals have stated during engagement that they value this community character and have aspirations to retain it. While some parts of the wider community are anticipated to become more urban in future, the bulk of the local community area is expected to remain rural. Community character and people’s perceptions of the quality and amenity of their environment could be adversely impacted if the ongoing noise and vibration from the road is perceived as changing the character of the area from a quiet rural area to a noisier, more busy environment (i.e. with more noise and movement than is currently experienced) in which some people’s previously unimpeded ‘rural’ outlook is now dominated by a highway. This change will be noticeable during both day and night. • Impacts on community character and quality of environment will be felt most by those parts of the local community that are anticipated to remain rural. In the two areas of the local community that are FUZ (Kumeū – Huapai and Redhills) the environment will be significantly more urbanized by the time the ASH is operational; the road itself will run through a busier, noisier environment than what currently exists and as such will be more in keeping with the urban context. These impacts are anticipated to be very low negative in the urban environment and low negative in the rural environment. • Severance impacts could also be experienced within the rural community which the ASH cuts through. These impacts are anticipated to be low negative in terms of impacts on community character. 			

7.3.4 Conclusions

The ASH will predominantly give rise to positive social impacts at a wider community scale. The ASH provides a new connection in the North West transport network and will facilitate the movement of people through the area, helping them to connect to employment, education, business and recreation. This will have positive impacts on people’s way of life and on community connectivity as they may more easily be able to go about their daily activities and connect to community facilities and amenities. Spending less time in traffic can also reduce stress and frees up time for people to spend on other activities. Importantly, the ASH will help to facilitate the projected future growth in the area by providing transport linkages.

The main benefit of the ASH will be the relocation of traffic (particularly inter-regional trips and freight) away from SH16 and on to an alternate route, therefore reducing congestion on SH16 and contributing to safer, more pedestrian friendly spaces along SH16 by removing heavy vehicles from the area. The ASH alone does not improve transport choice for the community; the provision of other NoRs including the RTC and RAMC will, however, provide this additional transport choice and help to reduce traffic congestion further by encouraging commuters to move to public or active transport.

The most significant negative impact of the ASH will be the permanent acquisition of land at Fred Taylor Park. It is anticipated that two of the five fields at the park will be impacted, which will reduce the amount of space that the West Coast Rangers Football Club will have for training, and that the wider community has for informal recreation and exercise. On a more long-term basis, it is recommended that Te Tupu Ngātahi continue working with Auckland Council Parks to determine suitable mitigation, but also liaise with the West Coast Rangers to understand how their needs can be met through any mitigation options.

At a more local scale, social impacts will be both positive and negative. Overall, the ASH will improve community connectivity and way of life by improving access through the community and potentially reducing traffic congestion. Negative impacts are anticipated to include disruption to way of life, community character and quality of environment as a result of the noise, vibration, light pollution and visual bulk of the highway in an environment that is currently predominantly rural. These impacts will be experienced the greatest by those parts of the local community that are anticipated to remain rural into the future. Landscape screening at key points and regular communication with the local community may help to mitigate some of these impacts.

Finally, while this assessment has focused on the provision of the ASH, the ASH will make up just one part of a wider suite of improvements to the North West transport network. It is anticipated that as a whole, this package of NoRs will have high positive impacts on the wider and regional communities in terms of improving network resilience and connectivity around West Auckland, and reducing traffic congestion for commuters.

7.4 NoR 2 – State Highway 16 Main Road Upgrade

7.4.1 Route protection phase

Wider community

Wider community impacts are similar to those described for the regional community; notably that confirmation of route protection may positively impact on community aspirations by confirming that these upgrades will be going ahead in future.

Local community

Improvements to Main Road (particularly improvements to pedestrian and cyclist mobility through the area) will impact positively on the local community’s **aspirations** for the future of this part of the community.

For businesses located along Main Road, the route protection of the corridor will provide some certainty around the future of the area. However, route protection of the NoR corridor may cause some businesses to relocate or not renew leases if there is not clear information provided about when acquisition and construction is expected to take place, and businesses owners cannot plan ahead with confidence (i.e. it may be preferable to business owners to not renew a 10 year lease and move elsewhere than renew the lease but be uncertain as to whether construction will begin within this lease period). This could result in vacant businesses along Main Road, with new businesses reluctant to move in until after the upgrades have occurred along Main Road. This would have an adverse social impact on **quality of environment** along Main Road if there is an increase in vacant properties and/or these properties become run-down, and an adverse impact on people’s **way of life** and ability to **sustain oneself** if people in the local community need to travel further afield to access goods and services that were previously available along Main Road. These impacts are anticipated to be **low negative**, with the potential to increase to **moderate negative** the longer the issue persists. Providing the community and business owners with information about the timeframes for implementation (in particular advising that the projects are not planned for implementation in the short term) and likely construction timeframes as soon as this is available will mitigate these impacts by reducing the likelihood that businesses will move out of the area early.

7.4.2 Construction phase

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale without mitigation
Wider community	<ul style="list-style-type: none"> Potential for significant traffic disruption along SH16 during the construction phase – potential impacts on way of life if it becomes more difficult for people to move through the area to go about their daily activities. SH16 is a major transport corridor for people travelling through the North West and is already often heavily congested, so temporary road closures, temporary speed limit reductions or stop/go traffic management (as outlined in the Transport Assessment) could cause significant delays and disruption to people's routines. The scale of this impact is likely to be moderate negative, although the duration of the impact will be temporary. Community cohesion could also be adversely affected if it becomes harder for people to, for example, visit family and friends or access community facilities and activities (such as sports at Huapai Domain or classes at Kumeū Community Centre) throughout the wider community as a result of construction along Main Road. These impacts will be temporary and are anticipated to be low negative (noting that people in the wider community likely travel to a range of places to visit friends and family, not all of which will necessitate travel to or through Main Road). Construction could temporarily impact people's ability to access the remaining businesses along Main Road (for example if carparking is limited due to construction, or if there are temporary closures of the road or detours in place which mean people cannot access Main Road). This could affect people's way of life and ability to sustain oneself if they need to travel further afield to access goods and services. Again, these impacts are expected to be low negative (recognizing that Main Road is likely only one of the places that people in the wider community travel to access goods and services, and other business centres such as Westgate will still be operational during this time) and temporary in duration. It is noted that construction along Main Road is also anticipated as part of the RTC/RAMC NoR (NoR 3). While this section of the report focuses on construction impacts arising from the SH16 Main Road upgrades NoR, it is noted that the impacts listed above could increase in severity (i.e. from low negative to moderate negative, or from moderate negative to high negative) if construction for these two NoRs does not occur at the same time and there is construction related disruption along Main Road for an extended period of time. 	<p>Moderate negative (temporary) impacts on way of life.</p> <p>Low negative (temporary) impacts on community cohesion and sustaining oneself</p>	<ul style="list-style-type: none"> Preparation of a Traffic Management Plan which identifies diversions/detours to be put in place for the duration of construction. The wider community should be kept informed (ideally well in advance) of construction works and traffic management plans so that people can plan ahead in regards to their movements during this time. Community facilities such as Kumeū Showgrounds, Kumeū Community Centre, Matua Ngaru School, Kumeū Cricket Club and West Coast Rangers Football Club should be advised of the likely construction timeframe well in advance of construction starting, so that they can advise their members to allow extra time for their journeys. A 24/7 complaints and queries line should be set up for the duration of the construction period, with the phone number disseminated to the community so that the community have a dedicated contact number for any issues during the construction period. 	Low negative impacts on way of life, community cohesion and sustaining oneself.
Local community	<ul style="list-style-type: none"> Each of the impacts listed above will also be experienced by the local community; however it is anticipated that the severity of these impacts will be greater (moderate negative) for those in the local community, who are more likely to regularly use Main Road as a destination for accessing employment, goods and services. Additionally, people's way of life will be adversely affected during the construction period if noise, vibration and traffic congestion from construction changes the way that people go about their daily activities, or if access to their property is restricted temporarily during construction. This could include avoiding working from home or spending less time outdoors. Noise, vibration and traffic congestion could also adversely impact people's quality of environment and may give rise to adverse impacts on health and wellbeing by causing stress and anxiety for local residents, particularly if it disrupts daily activities such as working from home or sleeping. As noted in the Construction Noise Assessment, however, construction will occur in a linear nature (i.e. moving along the alignment) and so high levels of noise and vibration will only be experienced by each household for a short period (i.e. weeks or months) compared with the overall construction duration of the projects. Each of these impacts 	<p>Moderate negative impacts on way of life, community cohesion and sustaining oneself.</p> <p>Moderate - low negative impacts on quality of environment and health and wellbeing.</p>	<p>In addition to the mitigation recommended for the wider community:</p> <ul style="list-style-type: none"> Clear communication about the long term nature of the designations, and about anticipated construction timeframes and periods, should be provided to local residents so that they are mentally prepared for the works (and understand that construction is not planned for the short to medium term) and have a chance to ask questions about the construction period and/or plan around the works. As recommended in the Transport Assessment, temporary access to private properties should be provided wherever existing accessways are blocked by construction works. Business owners should be kept up to date on construction progress. Business owners should also be advised of the long term nature of the designations (i.e. the projects are not intended to be implemented in the short or medium term) as this will help them to plan ahead for the future of their business. 	<p>Low negative impacts on community cohesion</p> <p>Very low negative impacts on health and wellbeing</p> <p>Low negative (moderate negative for some in the community) impacts on way of life (impacts will likely still be moderate negative for those residents who spend a lot of time at home and are therefore affected by construction noise and vibration more constantly).</p>

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale without mitigation
	<p>are anticipated to be low negative, increasing to moderate negative if the construction period is longer than anticipated.</p> <ul style="list-style-type: none"> If businesses experience reduced patronage for an ongoing period as a result of construction, business owners could experience stress and anxiety about their ability to continue operating. This would give rise to low negative impacts on the health and wellbeing of this group, increasing to moderate negative the longer construction lasts. 		<ul style="list-style-type: none"> Waka Kotahi's current Broader Outcomes strategy encourages projects to deliver secondary benefits to the community, including economic benefits. There is an opportunity to consider how to embed broader outcomes into the Projects by considering innovative ways to support local businesses through the construction period. 	

7.4.3 Operation phase

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
Wider community	<p>Positive impacts: Overall, impacts on the wider community will be positive, including:</p> <ul style="list-style-type: none"> The SH16 Main Road upgrades will help to facilitate easier movement around the wider community for those who regularly travel to or through Main Road, particularly those who wish to walk or cycle and will now have the infrastructure to facilitate this. Drivers may also benefit from the upgrades if other road users switch to walking and cycling instead of driving, reducing the number of cars on the road and improving traffic flows. This will have moderate positive impacts on way of life, sustaining oneself and community cohesion in that it will be easier for those who use Main Road regularly to go about their daily activities, including accessing work, recreation, retail, education and connecting to other people and places throughout the community. By creating spaces for walkers and cyclists along Main Road, the upgrades could also result in more members of the community spending time on Main Road (particularly if additional upgrades as outlined in the Kumeū – Huapai Centre Plan are implemented, such as the creation of new civic spaces). This could provide additional opportunities for members of the community to socialize and improve community cohesion. The upgrades are also expected to have high positive impacts on fears and aspirations for the wider community. The upgrades will contribute towards the realization of the community's aspirations (as expressed in both Local Board Plans and the Kumeū – Huapai Centre Plan) to create a more pedestrian friendly Main Road environment and improve people's ability to move around the area; particularly when considered as part of the wider set of strategic projects including the RTC and RAMC. The provision of walking and cycling infrastructure along Main Road will make it easier for people to exercise as part of their daily activities, both on the walking and cycling facilities along Main Road and across the wider network of walking and cycling infrastructure that is proposed throughout the wider community. This will have low positive impacts on both way of life and health and wellbeing. As the FUZ areas of the wider community urbanise and the population of the wider community grows significantly, the Main Road upgrades will be an important addition to the transport network which will help to facilitate movement around the area, particularly for walkers and cyclists. 	<p>Low positive impacts on health and wellbeing.</p> <p>Moderate positive impacts on way of life, sustaining oneself, community cohesion.</p> <p>High positive impacts on fears and aspirations.</p>	N/A	N/A
Local community	<ul style="list-style-type: none"> The positive impacts noted above (for the wider community) will also apply to the local community. 	As above	N/A	N/A

7.4.4 Conclusions

SH16 Main Road is a major transport corridor for people travelling through the North West, as well as for people accessing businesses and community services along Main Road. The Main Road upgrades have potential to significantly disrupt people's movements along SH16 Main Road during the construction phase, adversely impacting both the wider and local community's ability to move throughout the area and making it harder for people to connect to employment, education, business, recreation and social events throughout the North West. While this is a temporary impact, its severity will increase the longer construction causes delays along this main transport corridor, especially if the RTC/RAMC upgrades follow shortly after (or before) and the cumulative construction period for the two NoRs is therefore lengthy. Noise and vibration from construction, in addition to traffic congestion, will also impact the local community's way of life during the construction period.

The Traffic Management Plan should provide measures to manage traffic delays where practicable. The wider and local community should also be provided with clear information about the anticipated construction period (including expected construction length and detail on any diversions that will be in place) and be provided a contact number for any complaints or queries they have during the construction period. This will somewhat mitigate adverse social impacts by allowing the community to understand what the works entail and plan ahead for disruption.

Once operational, the Main Road upgrades will give rise to positive social impacts at both a wider and local community scale. The upgrades will make it easier to move along Main Road, particularly by improving transport choice so that people can safely walk or cycle either into the town centre or through the area before connecting into the wider walking and cycling network. The upgrades will also help to facilitate improvement of the Kumeū – Huapai town centre, as sought in the Kumeū – Huapai Centre Plan. By the time the upgrades are operational, parts of the wider community will be more urbanised than they currently are (with larger populations) and it is anticipated that the business community along Main Road will have grown; the Main Road upgrades will play an important part in providing connections through this community and facilitating growth.

7.5 NoRs 3, KS and HS (Rapid Transit Corridor and Regional Active Mode Corridor, Kumeū Rapid Transit Station and Huapai Rapid Transit Station)

Three NoRs are discussed in this section:

1. NoR 3: Rapid Transit Corridor and Active Mode Corridor
2. NoR KS: Kumeū Rapid Transit Station
3. NoR HS: Huapai Rapid Transit Station

Both transit stations are located along the RTC and as such will impact on a similar local community. All three NoRs are therefore assessed as a package here, and where there are impacts that are specific to the transit stations these are noted.

7.5.1 Route protection phase

Wider community

Impacts on the wider community during the route protection phase are on the whole considered to be **low positive** in regards to people’s **aspirations** for the area. As expressed in the Kumeū – Huapai Centre Plan, Local Board Plans and Te Tupu Ngātahi engagement, the community are keen to see a) solutions to traffic congestion along SH16 and b) provision of additional active mode and public transport infrastructure. Route protection of the RTC/RAMC will provide the community with confirmation that these improvements will occur in future, and will give clarity around where these networks will be. Route protection of the Kumeū and Huapai Transit Stations will provide confirmation that people will be able to travel from the wider community to use these services, for example by driving to the park and ride facility.

Local community

Business community

A significant area of existing business land along Main Road (primarily on the southern side of Main Road) falls within the designation envelope. The route protection phase could have impacts on the **health and wellbeing** and **way of life** of business owners as well as the **quality of environment** of the town centre.

Business owners and operators are likely to experience stress and anxiety and difficulty in planning ahead due to lack of information on when they will need to vacate their premises prior to construction. This could have **moderate negative** impacts on their **health and wellbeing** and ability to **sustain themselves**. If business owners are unsure of how long they will be able to remain on Main Road for, some may also choose to relocate or not renew leases. This could also impact on the **quality of environment (low negative)** of Main Road if there is an increase in vacant properties and people’s perceptions of the amenity and quality of the area is reduced. Finally, there could be **low negative** impacts on people’s **way of life** and ability to **sustain oneself** if people in the local community need to travel further afield to access goods and services that were previously available along Main Road. These changes in quality of environment, way of life and sustaining oneself will be temporary in duration (anticipated to last for some of the route protection phase as well as the construction phase).

For other businesses (those within the local community but outside of the designation envelope) the route protection phase could have **moderate positive** impacts in terms of their **aspirations** for the area and their future in the community, by confirming that transport solutions are in place for Main Road.

Residential communities (urban and rural)

Route protection sought for the ASH corridor is long-term, with the intention being that construction of the corridor will not start for years. If more clarity cannot be provided to the local community around anticipated timing of construction, further stress and anxiety could be expected. This stress will be felt particularly by those whose properties have been identified for potential land impact, partial or full property acquisition, especially if it is not clear when acquisition will occur. During Te Tupu Ngātahi engagement, landowners have expressed concern about the property acquisition process and in particular noted that it was difficult for them to plan ahead due to uncertainty around which properties were being acquired, and when acquisition and construction was expected to take place. These impacts on people's **health and wellbeing** (uncertainty and anxiety) will likely increase in severity (up to **moderate negative**) the longer residents remain uncertain about the timing and nature of construction.

Non-impacted landowners in the local community may also experience some anxiety about the scale of construction works needed to construct the RTC/RAMC; for example if they are unsure of how they will be able to move around the area to access work and education during the construction period. These impacts on **health and wellbeing** are expected to be **low negative**.

As properties begin to be acquired and people relocate from the local community, **community character** may change, particularly if families who have been in the area for a long time move out of the area. These impacts are anticipated to be **low negative**

It is noted that these impacts will likely be more significant for those in the rural zoned parts of the local community. These areas are not anticipated to undergo much change (in terms of land use) in future and engagement carried out by Te Tupu Ngātahi has found that the community values its quiet, rural feel, with many residents having lived in the area for a long time. For this community, anxiety and uncertainty may threaten the sense of stability and rural values of the area. In the urban zoned and FUZ areas of the local community, change and growth is expected and as such there may be more tolerance for uncertainty around the timing of this project.

In regards to positive impacts, the local community have expressed (through Te Tupu Ngātahi engagement) a desire to see solutions to the traffic congestion along SH16. Confirmation of route protection for the RTC/RAMC could have **moderate positive** impacts on people's **aspirations** for the area in that it will provide some certainty that solutions are going to be provided in future.

Mitigation and management

With regards to the above impacts on the business community, it is anticipated that there will be some movement and change in the makeup of the businesses along Main Road, as indicated in the Kumeū – Huapai Centre Plan (which identifies 'relocation of industrial land use' away from Main Road as a medium – long term action) and the North West Spatial Land Use Strategy (which identifies an area of future industrial land south of SH16, intended for new businesses as well as businesses relocating from Main Road). This will somewhat mitigate any stress or anxiety that the route protection phase may create, as some business owners will already be conscious of the need to move in future in line with these strategy documents. Providing accurate information on construction timeframes (including

the long term nature of the designation) and the acquisition process to business owners as soon as possible will reduce impacts on health and wellbeing to **low negative** as it will allow them to plan ahead with more certainty. This information should include clear guidelines around what people can and cannot do on their land once it is designated. This would also reduce the likelihood of businesses moving out of the area 'early' and leaving local residents without goods and services; this is anticipated to reduce impacts on quality of environment, way of life and sustaining oneself to **very low negative**. It is recommended that Te Tupu Ngātahi liaise with Auckland Council around these communications so that there is consistency around messaging being provided to business owners in relation to a) the Project and b) implementation of the North West Spatial Land Use Strategy.

Accurate information should also be provided to the local community around construction timeframes, as well as information on how construction may impact local residents and how this is intended to be managed. This should include community organisations such as schools and community centres. This is anticipated to reduce people's anxiety and uncertainty about the project to **very low negative**.

7.5.2 Construction phase

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale with mitigation
Wider community	<p>For the wider community, most impacts will relate to disruption along SH16 and surrounding roads</p> <ul style="list-style-type: none"> The majority of construction for the RTC/RAMC will occur offline. However as noted in the Transport Assessment, temporary diversions along SH16 may be needed during construction of the new bridge on the NAL and the new signalised intersection with Tapu Road and Station Road. For the construction of other key structures such as interfaces with local roads and construction of under and overpasses, the Transport Assessment notes that there is potential for one-way traffic management (such as temporary stop/go signs) to occur at certain key construction stages. There is potential for traffic disruption along SH16 during the construction phase both due to these anticipated diversions and traffic management measures, and as a result of construction traffic along SH16 – potential impacts on way of life if it becomes more difficult for people to move through the area to go about their daily activities. SH16 is a major transport corridor for people travelling through the North West and is already often heavily congested, so construction works (including temporary road closures, speed limit reductions and stop/go measures – as outlined in the Transport Assessment) along the corridor could cause delays and disruption to people's routines. The scale of this impact is likely to be low - moderate negative noting that the bulk of the construction will occur offline, with the severity of the impact increasing (from moderate to high) the longer construction causes disruption along the road. Community cohesion could also be adversely affected if it becomes harder for people to, for example, visit family and friends or access community facilities and activities (such as sports or classes) throughout the wider community as a result of construction along Main Road. These impacts will be temporary and are anticipated to be low – moderate negative (with severity increasing the longer construction causes disruption along the road). Construction could temporarily impact people's ability to access the remaining businesses along Main Road (for example if carparking is limited due to construction, or if there are temporary traffic management procedures or detours in place which mean people cannot easily access Main Road). This could affect people's way of life and ability to sustain oneself if they need to travel further afield to access goods and services. These impacts are expected to be low negative (recognising that Main Road is likely only one of the places that people in the wider community travel to access goods and services, and other business centres such as Westgate will still be operational during this time) and temporary in duration. It is noted that construction along Main Road is also anticipated as part of the Main Road upgrades. While this section of the report focuses on construction impacts arising from the RTC/RAMC NoR, it is noted that the impacts listed above could increase in severity (i.e. from low negative to moderate negative, or from moderate negative to high negative) if construction for these two NoRs does not occur at the same time and there is construction related disruption along Main Road/SH16 for an extended period of time. Parts of Huapai Domain are located within the designation envelope, including sections of football fields, tennis courts and carparks. During construction, it is anticipated that parts of the Domain will be off-limits to the public, and access from SH16 will be closed to the public. This is a large, well-used community resource that is home to a number of community facilities and activities (such as the football club, tennis courts, cricket 	<p>Low - moderate negative (temporary) impacts on way of life</p> <p>Low – moderate negative (temporary) impacts on community cohesion and sustaining oneself.</p> <p>In relation to Huapai Domain: high negative impacts on way of life, community cohesion and health and wellbeing</p>	<ul style="list-style-type: none"> Preparation of a Construction Management Plan which identifies measures to minimize disruption from noise and vibration where practicable. Preparation of a Traffic Management Plan which identifies diversions/detours to be put in place for the duration of construction, as also recommended in the Integrated Transport Assessment. The wider community should be kept informed (ideally well in advance) of construction works and traffic management plans so that people can plan ahead in regards to their movements during this time. A 24/7 complaints and queries line should be set up for the duration of the construction period, with the phone number disseminated to the community so that the community have a dedicated contact number for any issues during the construction period. At the time that this SIA was prepared, a draft mitigation plan During construction, if access to the Domain from SH16 is not possible, alternative access through the streets surrounding the Domain should be clearly signposted so that it is easy for people to find their way to and from the Domain. 	<p>Low negative impacts on way of life.</p> <p>Low negative impacts on community cohesion and sustaining oneself.</p> <p>In relation to Huapai Domain: low negative impacts on way of life, community cohesion and health and wellbeing.</p>

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale with mitigation
	<p>pitches) as well as a popular location for informal recreation (jogging, using the playgrounds, walking dogs). Restricting access to this facility will have high negative impacts on the wider community. People's way of life and health and wellbeing will be impacted if they are no longer able to participate in formal or informal recreation (i.e. if the football club needs to temporarily close), and this could also adversely impact community cohesion if people no longer have opportunities to participate in activities that usually connect them to others in the community, such as social sport or meeting up with other people in the Domain informally.</p>			
<p>Local community</p>	<ul style="list-style-type: none"> Each of the impacts listed above will also be experienced by the local community; however it is anticipated that the severity of these impacts will be greater (high negative) for those in the local community, who are more likely to regularly use SH16 as both a transport route and a destination for accessing goods and services. Additionally, people's way of life will be adversely affected during the construction period if noise, vibration and traffic congestion from construction changes the way that people go about their daily activities. This could include avoiding working from home or spending less time outdoors. Noise, vibration and traffic congestion could also adversely impact people's quality of environment and may give rise to adverse impacts on health and wellbeing by causing stress and anxiety for local residents, particularly if it disrupts daily activities such as working from home or sleeping. The Construction Noise Assessment notes that high levels of noise and vibration will likely only be experienced by individual households for a temporary period of weeks – months (as construction will move down the alignment in linear fashion), however this still constitutes an adverse impact on people's quality of environment. These impacts are anticipated to be low negative (increasing to moderate negative the longer construction lasts) for residents in urban parts of the local community, noting that there is already a lot of movement and activity along SH16 as well as ongoing development of areas such as the Huapai Triangle. As noted in the Construction Noise assessment, construction will occur in a linear nature (i.e. moving along the alignment) and so high levels of noise and vibration will only be experienced by each household for a short period (i.e. months) compared with the overall construction duration of the projects (noting that some areas such as interchanges and construction compounds will have ongoing noise and vibration for longer periods of time, and residents living near these areas will experience more prolonged periods of disruption). In the rural zoned areas of the local community, residents have noted that they value the quiet, peaceful character of the rural environment (noting these areas are expected to remain rural in future) and as such, impacts on quality of environment and health and wellbeing are expected to be moderate negative in these areas, as a rise in noise and disruption will be more noticeable in this environment albeit the disruption will still be temporary (weeks to months). Census data indicates that in the rural parts of the local community there are higher than average numbers of people working from home than in more urbanized parts of the community; impacts on way of life will also therefore be more significant (moderate negative) if more people's work routines are disrupted by the works. If businesses experience reduced patronage for an ongoing period as a result of construction, business owners could experience stress and anxiety about their ability to continue operating. This would give rise to low negative impacts on the health and wellbeing of this group and their ability to sustain themselves, increasing to moderate negative the longer construction lasts. 	<p>High negative impacts on way of life, community cohesion, sustaining oneself, quality of environment and health and wellbeing (as above)</p> <p>Low to moderate negative impacts on quality of environment and health and wellbeing for the urban community</p> <p>Moderate negative impacts on quality of environment and health and wellbeing for the rural community.</p>	<p>In addition to the mitigation recommended for the wider community:</p> <ul style="list-style-type: none"> Clear communication about the upcoming construction period should be provided to local residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period and/or plan around the works. If access to private properties is affected by temporary road closures, alternative property access should be provided (as recommended in the Transport Assessment). Business owners should be kept up to date on construction progress. There is also an opportunity to consider how broader outcomes could be achieved through the project, by exploring different options to support businesses through the construction period. 	<p>Moderate - high negative impacts on community cohesion, way of life, sustaining oneself, quality of environment and health and wellbeing</p> <p>Low to moderate negative impacts on way of life (impacts will likely still be moderate negative for rural residents who spend a lot of time at home and are therefore affected by construction noise and vibration more constantly).</p>

	Impact without mitigation	Overall scale without mitigation	Recommended mitigation or management	Overall scale with mitigation
	<i>Note: the construction of Kumeū and Huapai Rapid Transit Stations has been considered as part of the above assessment</i>			

7.5.3 Operation phase

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
Wider community	<p><i>Note: operational impacts of Kumeū and Huapai Rapid Transit Stations are considered as part of the following assessment (i.e. as part of the wider RTC network). Where impacts are specific to the operation of the stations themselves, these are noted.</i></p> <p>Positive impacts:</p> <ul style="list-style-type: none"> Once operational, the RTC and RAMC will facilitate easier movement around the wider community and further afield (through connections to the wider transport network). The Transport Assessment states that in 2048 there are anticipated to be 1,300 passengers boarding rapid transit in each peak 2 hour period from Kumeū, and 2600 boarding from Huapai. This is a significant number of people benefiting directly from the provision of the new RTC. Active and public transport users will have a safe, efficient way of travelling, while drivers will also benefit from people making the switch from driving to public or active transport, reducing traffic congestion on the roads. This will have high positive impacts on way of life, sustaining oneself and community cohesion in that it will be easier for those who use Main Road regularly to go about their daily activities, including accessing work, recreation, retail, education and connecting to other people and places throughout the community. Of note, the provision of the RTC and RAMC will assist more vulnerable groups (such as the elderly or those unable to drive) to access key services and amenities throughout the community. The quality of environment in the Kumeū – Huapai town centre may also improve as a result of these upgrades (alongside the Main Road upgrades) with the creation of an improved pedestrian streetscape and reduction in traffic congestion through Main Road, as well as more pedestrians moving through the town centre. This also aligns with the aspirations of the wider community (as expressed in Local Board Plans and the Kumeū – Huapai Centre Plan) around making it easier to get around the region, and improving the streetscape in Kumeū – Huapai town centre. These impacts are anticipated to be moderate positive. The provision of walking and cycling infrastructure along the RAMC will make it easier for people to exercise as part of their daily activities, both on the walking and cycling facilities along the RAMC and across the wider network of walking and cycling infrastructure that is proposed throughout the wider community. This will have moderate positive impacts on both way of life and health and wellbeing. As the FUZ areas of the wider community urbanise and the population of the wider community grows significantly, the RTC and RAMC will be critical in facilitating this growth by providing transport choice for those moving around the area. 	<p>High positive impacts on way of life, sustaining oneself, community cohesion.</p> <p>Moderate positive impacts on quality of environment, aspirations and health and wellbeing.</p> <p>In relation to Huapai Domain:</p> <p>High negative impacts on way of life, community cohesion and health and wellbeing for users of this facility.</p> <p>In relation to Huapai Tavern:</p> <p>Low to moderate negative impacts on community cohesion.</p>	<ul style="list-style-type: none"> As stated in section 7.5.2, At the time that this SIA was prepared, discussions around appropriate mitigation for Fred Taylor Park and Huapai Domain were ongoing with Auckland Council Parks. From a social perspective, mitigation options that allow both the football club and wider community to continue accessing active, green space either at or near the current Park are preferable. It is understood that a preferred mitigation option will be determined following detailed design. It is recommended that in developing this mitigation, Te Tupu Ngātahi liaise with the West Coast Rangers Football Club to understand their needs in regards to Huapai Domain, and to help the Football Club understand the likely impacts on their operations. This will allow the Football Club to plan ahead for how to run trainings and games across their two home grounds to make best use of the space they have available. It is understood that Huapai Tavern will be relocated closer to the proposed Kumeū Station location. Impacts relating to the loss of this community hub will be mitigated if the Tavern is relocated to this site and can still be used by the community. 	Low negative

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
	<p>Negative impacts</p> <ul style="list-style-type: none"> There will be some change in the long-term makeup of the business community along Main Road due to the acquisition of businesses (primarily on the south side of SH16). However, this is not considered a significant impact on community cohesion or quality of environment as the town centre is undergoing transitions regardless (for example, the relocation of industrial businesses away from the town centre) and changes in the business community are considered likely as this transition occurs. As discussed under 'construction impacts', a section of Huapai Domain is within the designation envelope and will no longer be able to be used by the community once the RTC is operational; this section of the domain currently provides a range of recreation opportunities to the community including tennis courts, club rooms and football fields as well as carparking for these facilities. This facility is currently well used for both organized and informal recreation, and it is anticipated that numbers using the Domain will grow as the area around the Domain continues to urbanise and more people move into the area. Without mitigation, the removal of this valued resource will have high negative, permanent impacts on people's way of life, health and wellbeing and community cohesion if they are no longer able to participate in organized sport or access the social and physical benefits that come from this. The existing site for the Huapai Tavern will be impacted by both the RTC and Kumeū stations, and will need to be removed. It is understood that the Tavern is a well used place for the community to congregate, and has heritage values. This could have low-moderate negative impacts on community cohesion if this informal community hub is removed. 			
	<p>Impacts specific to Kumeū and Huapai stations:</p> <ul style="list-style-type: none"> In addition to the benefits discussed above, the rapid transit stations will play an important role in increasing the connectivity benefits of the transport network. Both stations will transport people into existing and/or future town centres (the Kumeū Station is centrally located on Main Road, close to shops, the library and community centre; the Huapai Station is located across the road from an anticipated future Local Centre) which will have moderate positive impacts on way of life, sustaining oneself and community connectivity in that it will become much easier for people to access goods, services, community amenities and to connect with family and friends. This will be particularly beneficial for people who cannot walk far (i.e. are elderly or have mobility limitations) and will be able to use public transport to travel right into town centres. The Huapai Rapid Transit Station will have provision for 500 cars in a park and ride facility. This will have moderate positive benefits in terms of people being able to access the facility from the wider North West area; Census data shows that currently most people in the wider community commute by car, and it is important to ensure that these people can access the station (noting that over time car use may decline as the surrounding public transport network becomes more established). It is also noted that the need for a park and ride was specifically requested by the community during Te Tupu Ngātahi engagement. 	<p>Moderate positive impacts on way of life, sustaining oneself and community connectivity</p>		
Local community	<ul style="list-style-type: none"> The positive impacts noted above (for the wider community) will also apply to the local community. However, it is anticipated that a larger proportion of the local community will make use of the RAMC and RTC as well as spending more time along Main Road (given their closer proximity to the network) and as such the health and wellbeing and quality of environment impacts are considered high positive at this scale. <p>Negative impacts:</p>	<p>As above, but high positive impacts on health and wellbeing and quality of environment.</p>	<ul style="list-style-type: none"> The Traffic Management Plan should consider whether traffic flows to and from the Huapai Park and Ride need to be managed. In the rural community, visual screening (i.e. through landscaping) could be considered along the corridor to minimize adverse impacts on people's outlook. 	<p>Low negative</p>

	Impact without mitigation	Overall scale without mitigation	Suggested mitigation	Overall scale with mitigation
	<ul style="list-style-type: none"> In the rural section of the local community, some severance impacts may be observed where the RTC cuts through the middle of existing rural communities. This could have low negative impacts on people's sense of community as they may feel separated from the rest of the community. There could also be low negative impacts on quality of environment in the rural environment; currently people in these areas have noted (in Te Tupu Ngātahi engagement) that they value the quiet rural character of these areas, however once the RTC is operational some people's outlook will change from unimpeded rural views to views of a major transport corridor. This could adversely impact on people's perception of the amenity and quality of their surrounding environment. It is possible that the 500 car park and ride at Huapai Rapid Transit Station could result in traffic congestion (particularly around peak times) as people enter and exit the station in vehicles. This could have low negative impacts on quality of environment for those living in close proximity to the station, if the area becomes congested at particular times. 	<p>Low negative impacts on community cohesion for the rural community.</p> <p>Low negative impacts on quality of environment in both the urban and rural communities.</p>		

7.5.4 Conclusions

The most significant construction impacts from the RTC/RAMC will be experienced along SH16/Main Road and surrounding rural roads. The construction of the RTC/RAMC has the potential to disrupt traffic flows along SH16, both as a result of construction traffic and temporary detours/traffic management measures. This could disrupt people's movements through the area, adversely impacting their ability to access goods and services as well as to connect to recreation, employment, education and social events throughout the North West. While this is a temporary impact, its severity will increase the longer construction causes delays along this main transport corridor, especially if the RTC/RAMC upgrades follow shortly after (or before) and the cumulative construction period for the two Projects is therefore lengthy.

The local community will also experience temporary impacts on their quality of environment and way of life as a result of noise, vibration and additional traffic movements during the construction period; particularly those in the rural community for whom the existing environment is quiet and generally undisturbed.

There will also be significant impacts on Huapai Domain during construction without mitigation, as parts of the Domain will become unusable to the public. This recreation facility is currently well used by the public (and will likely be even more heavily used as the population in the surrounding area grows) and it is recommended that the current discussions with Auckland Council to find a suitable mitigation option continue.

It is also recommended that the Traffic Management Plan and Construction Management Plan outline measures to minimise disruption to the wider and local communities where practicable. The wider and local community should also be provided with clear information about the anticipated construction period (including expected construction length and detail on any diversions that will be in place) and be provided a contact number for any complaints or queries they have during the construction period. This will somewhat mitigate adverse social impacts by allowing the community to understand what the works entail and plan ahead for disruption.

Once the RTC/RAMC is operational, impacts on the wider and local community will generally be very positive. The RTC and RAMC will improve connectivity throughout the community and will assist people in accessing goods, services, employment, education, recreation and connecting to friends and family. The provision of public transport and active mode infrastructure means that a wide range of people in the community can access the benefits of the expanded transport network, including those who do not or cannot drive. Along with the Main Road upgrades, the provision of the RTC and RAMC will contribute to the improvement of the Kumeū – Huapai town centre. As parts of the wider community urbanise and experience population growth, the RTC will play a critical role in providing transport choice to the community and facilitating growth of the area. The provision of Rapid Transit Stations in both Kumeū and Huapai will help to connect people directly into the centres of these towns.

Negative operational impacts include the potential for severance amongst the rural community, as well as a change in outlook for some rural properties. Again, it is recommended that an alternative sports and recreation facility is provided within the wider community, and that park users are involved in site selection so that adverse impacts from the acquisition of part of Fred Taylor Park and Huapai Domain are minimised.

7.6 NoR s4: Access Road Upgrade

Overall, the Access Road upgrades are anticipated to have low negative social impacts, as the upgrades are fairly small in scale (widening of the road from 20m to 30m, and addition of walking and cycling facilities) and are only occurring on an existing arterial road, however on the whole the project will improve the existing situation for current and future communities. Rather than a detailed social impact assessment (as has been provided for the other NoRs) a brief summary of key impacts is provided here.

7.6.1 Route protection and construction impacts

The designation envelope for the Access Road upgrades is small and involves limited road widening; as such community cohesion and way of life are not expected to be adversely impacted during the route protection phase.

During construction, there will be additional noise and vibration experienced by the local community which could temporarily reduce the quality of the environment and impact on way of life if people are unable to, for example, spend time outdoors or work from home due to construction noise. While this impact cannot be fully mitigated, it is anticipated that the Construction Management Plan will outline measures for minimising disruption to residents where practicable.

People’s way of life may also temporarily be impacted during the construction phase if it becomes more difficult to access other parts of the community due to construction traffic or temporary road closures. This could also impact people travelling to and from businesses in the Kumeū industrial area, such as the Kumeū Film Studios, if their commute becomes lengthier. It is recommended that the community are provided with information on the expected construction programme in advance of construction beginning. This will allow for the community to plan ahead to minimise any disruption on their daily activities.

Construction may impact the Kumeū Community Centre’s ability to operate (temporarily) if construction works in the carpark of the site are sufficiently disruptive (i.e. block entrance to the Centre, prevent people from parking at or near the Centre or are too noisy to allow classes in the Centre to go ahead). This would have negative impacts on people’s way of life (if they can no longer attend classes at the Centre) and community cohesion (if people temporarily do not have the opportunity to connect to others in the community through classes and events at the Centre. This will impact particularly on those who are reliant on a car to get to and from the Centre and are not able to use public or active transport (for example, the elderly or people with a disability).

This is a temporary impact and can be somewhat mitigated by communicating with the Centre in the lead-up to the construction period so that they can plan for this temporary period of disruption (for example by rescheduling classes, providing a shuttle bus to the Centre from nearby streets or temporarily moving to an alternative venue). There are a large number of events held at the Centre and the earlier these groups can be advised of the upcoming construction period, the easier it will be for these groups to make alternative arrangements during the construction period.

Finally, access to Kumeū Showgrounds during events at the Showgrounds could be temporarily made more difficult for both event staff and event attendees if there is construction along Access Road. If practicable, it is recommended that the construction timeline takes into account and avoids any major events at the Showgrounds to minimise disruption to these events.

7.6.2 Operation impacts

The Access Road upgrades will improve connectivity between the ASH and SH16, assisting people to move freely around the area. In particular, the provision of safe, separated walking and cycling infrastructure along the road will assist the local community in using active modes to access SH16 for their daily needs and activities, as well as for exercise and recreation.

In future, it is anticipated that the business land along the northern end of Station Road will be expanded; the Access Road upgrades will improve the connectivity between these businesses and the RTC and ASH. Members of the community have reported traffic congestion being generated in this area, particularly with cars coming and going from the Kumeū Film Studios, and the road widening and provision of active mode infrastructure will help to reduce this congestion.

The removal of carparks at the Kumeū Community Centre may also impact on people's ability to access community facilities (such as classes) at the Centre. This impact will be somewhat mitigated by the provision of walking and cycling infrastructure along Access Road, as this will provide the opportunity for people in the local community to access the centre via walking or cycling rather than driving.

Appendix A – Literature review summary

Type of project	Project/case study	Location	Link / Reference
Rapid transit	City Rail Link	Auckland, New Zealand	<ul style="list-style-type: none"> https://at.govt.nz/media/1168704/pm68crsocialimpactassessment.pdf https://www.cityraillink.co.nz/targetedhardshipfund https://www.rnz.co.nz/news/national/450715/city-rail-link-impact-on-businesses-hardship-fund-to-provide-payments
	Light Rail Network	Hamilton, Ohio, USA	<ul style="list-style-type: none"> City of Hamilton Rapid Transit Office (2008). Community Impact and Economic Analysis of Light Rail Transit
	Sydney Metro network	Sydney, Australia	<ul style="list-style-type: none"> https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%204%20Technical%20Paper%205%20-%20Social%20impact%20assessment.pdf
	Gold Coast Rapid Transit	Gold Coast, Australia	<ul style="list-style-type: none"> https://assets.website-files.com/5fe233fb8f19d976ab4a9215/6063d4ff3b83947bdc66a166_ch12-social-impacts-4cd890de.pdf
	Various bus rapid transit projects (literature review)	N/A	<ul style="list-style-type: none"> https://wrirosscities.org/sites/default/files/Social-Environmental-Economic-Impacts-BRT-Bus-Rapid-Transit-EMBARQ.pdf
Active mode infrastructure	Te Whau Pathway	Auckland, New Zealand	<ul style="list-style-type: none"> https://www.aucklandcouncil.govt.nz/Resources/ConsentDocuments/56BUN60337530AppxNSocial%20Impact%20Assessment.pdf
	Various shared use paths	Massachusetts, USA	<ul style="list-style-type: none"> https://www.mass.gov/doc/masstrails-shared-use-path-impacts-study/download
Roading	Transmission Gully	Wellington, New Zealand	<ul style="list-style-type: none"> https://www.nzta.govt.nz/assets/projects/transmission-gully-application/docs/technical-report-17.pdf
	East West Link	Auckland, New Zealand	<ul style="list-style-type: none"> https://www.nzta.govt.nz/assets/projects/east-west-link-application-to-the-environmental-

Type of project	Project/case study	Location	Link / Reference
			protection-authority-epa/Technical-Report-11-Social-Impact-Assessment.pdf
	Te Rapa Bypass	Waikato, New Zealand	<ul style="list-style-type: none">• https://www.hamilton.govt.nz/our-council/council-publications/operativedistrictplan/Documents/Designations/Te%20Rapa%20NOR%20App%20L.pdf
	Lincoln Road upgrades	Auckland, New Zealand	<ul style="list-style-type: none">• http://www.aucklandcity.govt.nz/council/documents/districtplanwaitakere/changes/54/pa54app15socialimpactassessment.pdf

Appendix B – Statistics for wider community

Statistics obtained from Census 2018 data.

Census Area	Population	Population change 2013 - 2018	Total private dwellings	Usual residence one year ago	Means of travel to work	Means of travel to education
Kumeū Rural West	1626	+6%	606	Same residence: 85% Elsewhere: 12.3%	Private or company vehicle: 71.8% Work from home: 19.7% Bus: 1.2% Bike: 0% Walk or jog: 1.2% Train: 0.6%	Private vehicle: 62% Study at home: 5.7% Bus (school or public): 26% Bike: 0% Walk or jog: 3.3% Train: 3.3%
Kumeū Rural East	2028	+13%	675	Same residence: 82.7% Elsewhere: 13.9%	Private or company vehicle: 74.1% Work from home: 18.8% Bus: 1.3% Bike: 0% Walk or jog: 1.3% Train: 0%	Private vehicle: 65.9% Study at home: 4.4% Bus (school or public): 22.2% Bike: 0.7% Walk or jog: 2.2% Train: 2.2%

Census Area	Population	Population change 2013 - 2018	Total private dwellings	Usual residence one year ago	Means of travel to work	Means of travel to education
Kumeū - Huapai	3432	+143%	1335	Same residence: 65% Elsewhere: 30.9%	Private or company vehicle: 84.3% Work from home: 8% Bus: 1.5% Bike: 0.5% Walk or jog: 1.5% Train: 0.5%	Private vehicle: 64.7% Study at home: 5.7% Bus (school or public): 17.1% Bike: 3.8% Walk or jog: 6.8% Train: 3.4%
Whenuapai	3888	+4%	1584	Same residence: 73.4% Elsewhere: 23.4%	Private or company vehicle: 68% Work from home: 12.7% Bus: 2% Bike: 2.9% Walk or jog: 8.8% Train: 0%	Private vehicle: 55.2% Study at home: 10.2% Bus (school or public): 25.3% Bike: 0.3% Walk or jog: 6.9% Train: 0.7%
Taupaki	1617	+6%	576	Same residence: 82.7%	Private or company vehicle: 71.6%	Private vehicle: 69.7%

Census Area	Population	Population change 2013 - 2018	Total private dwellings	Usual residence one year ago	Means of travel to work	Means of travel to education
				Elsewhere: 15.5%	Work from home: 20.6%	Study at home: 5.4%
					Bus: 0.7%	Bus (school or public): 21.7%
					Bike: 1%	Bike: 0%
					Walk or jog: 1%	Walk or jog: 6.9%
					Train: 1.3%	Train: 5.4%
Waimauku	1338	+14%	459	Same residence: 81.8%	Private or company vehicle: 65.2%	Private vehicle: 46%
				Elsewhere: 15.9%	Work from home: 13.4%	Study at home: 4.8%
					Bus: 1.2%	Bus (school or public): 23.8%
					Bike: 0.4%	Bike: 0.8%
					Walk or jog: 2%	Walk or jog: 23%
					Train: 0.4%	Train: 0.8%
Waipatukahu	1461	+17%	516	Same residence: 86.8%	Private or company vehicle: 77.7%	Private vehicle: 61%
				Elsewhere: 10.2%	Work from home: 16.8%	Study at home: 4.8%
					Bus: 1.1%	Bus (school or public): 30.5%
					Bike: 0%	Bike: 0%

Census Area	Population	Population change 2013 - 2018	Total private dwellings	Usual residence one year ago	Means of travel to work	Means of travel to education
					Walk or jog: 1.5% Train: 0.4%	Walk or jog: 0.8% Train: 0.8%